Aerosoft

Mega Airport Berlin-Brandenburg

CONTENTS

INTRODUCTION

Say what you want but Berlin Brandenburg International airport's conception was not without problems. Scheduled to open in 2010 it now looks like 2016 might be possible if there are no new problems. The delays, which weigh heavily on the proverbial German reliability, had many causes, not all of them under control of the management. It's located next to Schönefeld airport and when completed will replace Schönefeld and Berlin Tegel Airport as the main airport for Berlin.

This special scenery project shows the current situation of the airport (as in early 2014) but using the management tool you can open the new airport and see the bright future this airport most certainly has (set by default).

The fact the airport is not open right now made the development a bit easier. Sascha Normann had the great fortune not only to have a complete tour of the airport to make photos but also a few aerial tours with maneuvers permitted by the tower that would never be possible over an operational airport this size!

It all adds up to an airport that is not like most others. It is absolutely state-of-the-art, using all the new technology available. The combined efforts of LimeSim and 29Palms, both highly respected development teams are behind this project. It's some of the finest work Aerosoft has published and we are happy to introduce you to Berlin Brandenburg Willy Brandt International Airport.

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CREDITS

Concept:	LimeSim
Modelling of BER Terminal area:	LimeSim
Modelling of bridges/VFR objects:	LimeSim
Modelling of SXF airport area:	29Palms
Modeling of all other structures:	29Palms
Modelling of ground layout:	LimeSim
Rwy/Twy/Approach-Lights:	Oliver Pabst / LimeSim
AESLite Train, road and apron traffic:	Oliver Pabst
Mesh terrain:	LimeSim
Autogen placement:	LimeSim
AFCAD:	LimeSim
Management Tool:	29Palms
Aerial imagery source:	© Astec GmbH
Aerial imagery editing:	LimeSim / 29Palms
Project Management:	LimeSim, Mathijs Kok (Aerosoft)
Manual, documentation:	LimeSim, Mathijs Kok (Aerosoft)
Installer:	Andreas Mügge
Testing:	Several good folks who will all be getting a copy
Thanks to:	

- Pilots of the **Aerolight Flugschule** in Strausberg for an excellent job flying us over a busy airport in ultralights with open windows while explaining our wishes to the tower and doing the right turns when needed.
- **Deutsche Flugsicherung (DFS)**. Their tower controllers in BER for permitting us to do unusual maneuvers to get the right shots. And their office guys for giving is the input needed to make this airport as realistic as possible.
- **Flughafen Berlin Brandenburg GmbH** for their “VIP” airport tour and supplying further information needed.
- FS legend **Mike Strasser (FS Magazin)** for providing valuable input and feedback in creating AFCAD files.
- And last but not least: The fantastic guys from **VATSIM Germany** for supplying us with charts for BER that actually don't exist yet!

SYSTEM REQUIREMENTS

- 3.0 GHz CPU (Intel Core2 Duo advised)
- 4 GB RAM
- Direct X 9 compatible Graphics Card with minimal 1 Gb memory
- Microsoft FSX (with SP2 or Acceleration), Prepar3D 1.4 or Prepared 2.2
- Windows XP, Windows VISTA, Windows 7, Windows 8 (fully updated), 64 bit version highly recommended
- Adobe Acrobat® Reader 8 minimal to read and print the manual (1)

(1) Available for free, download at: http://www.adobe.com/prodindex/acrobat/readstep.html

CONTACT SUPPORT

Support for this product is done by Aerosoft. We prefer to do support on the support forum for one simple reason, it is fast and efficient because customers help customers when we are sleeping.

Aerosoft forums: http://www.forum.aerosoft.com/

We feel strongly about support. Buying one of our products gives you the right to waste out time with questions you feel might be silly. They are not.

INSTALLATION AND REMOVAL

Installation is simple. Unzip the file that you downloaded and start the exe file you downloaded and follow the instructions on your screen. Make sure FSX is closed and we do advise you to reboot your system before installing. Make sure you are logged on as Administrator on the machine! After installing it can help to defragment your hard disk. **Do note that the files are personalized on installation**. When you share them with others you also share personal details.

After installation has finished the Aerosoft Launcher will can be installed. This is fully optional but will assist you in managing and updating Aerosoft products.

Removal should never be done manually but only using the software removal applet you will find the Windows Control panel.

FINDING THE AIRPORT IN FSX

You will find the airport using either the city name (Berlin) or the airport ID (EDDB).

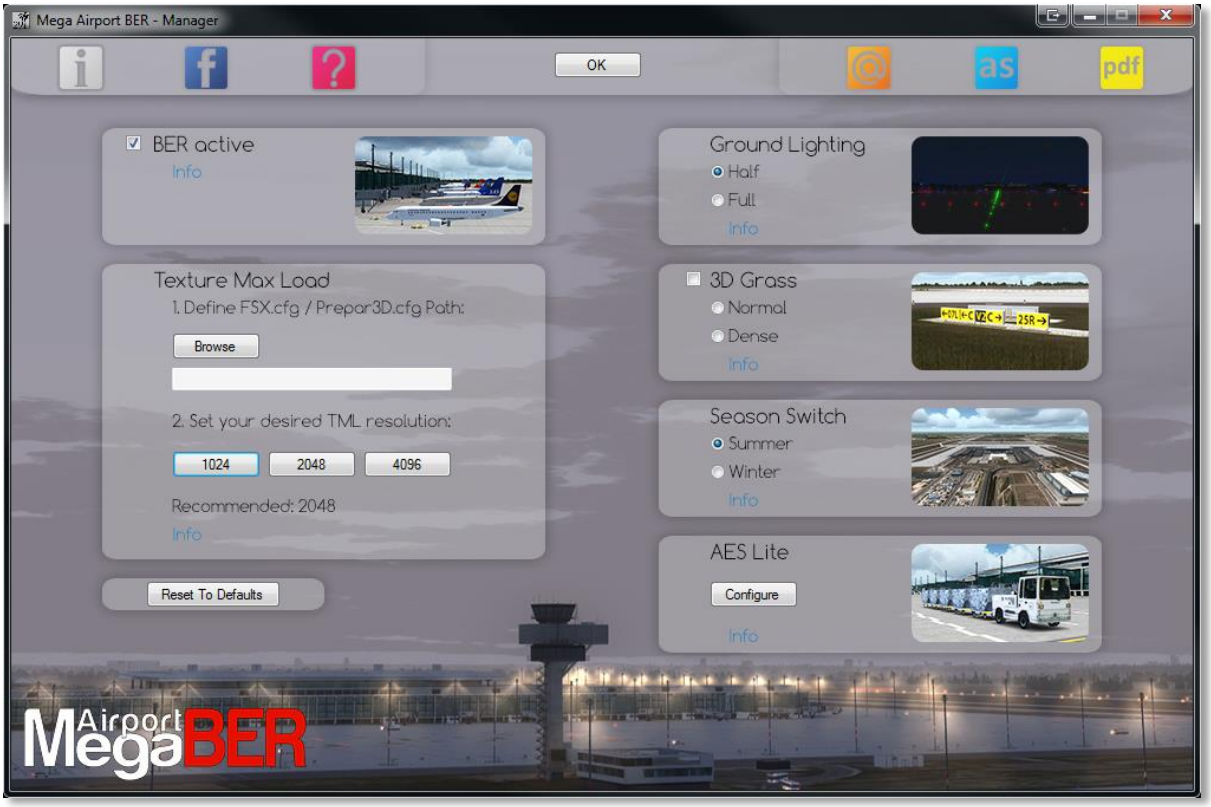
VFR GERMANY COMPATIBILITY

When installing, “Mega Airport BER” will look for an installed version of “VFR Germany – East” and will install the respective files to make both add-ons compatible.

In case you install “VFR Germany- East” after you installed “Mega Airport BER”, you will need to make sure a few files are swapped. This can be done easily by using the “VFR Germany Compatibility” tool provided in the Windows Start Menu (Aerosoft | Mega Airport BER).

Please note you should not use the season switch in the Manager Tool to switch to winter when using “VFR Germany – East”. The “VFR Germany” products do not contain any winter textures, which would make BER a while “island” within the VFR Germany landscape.

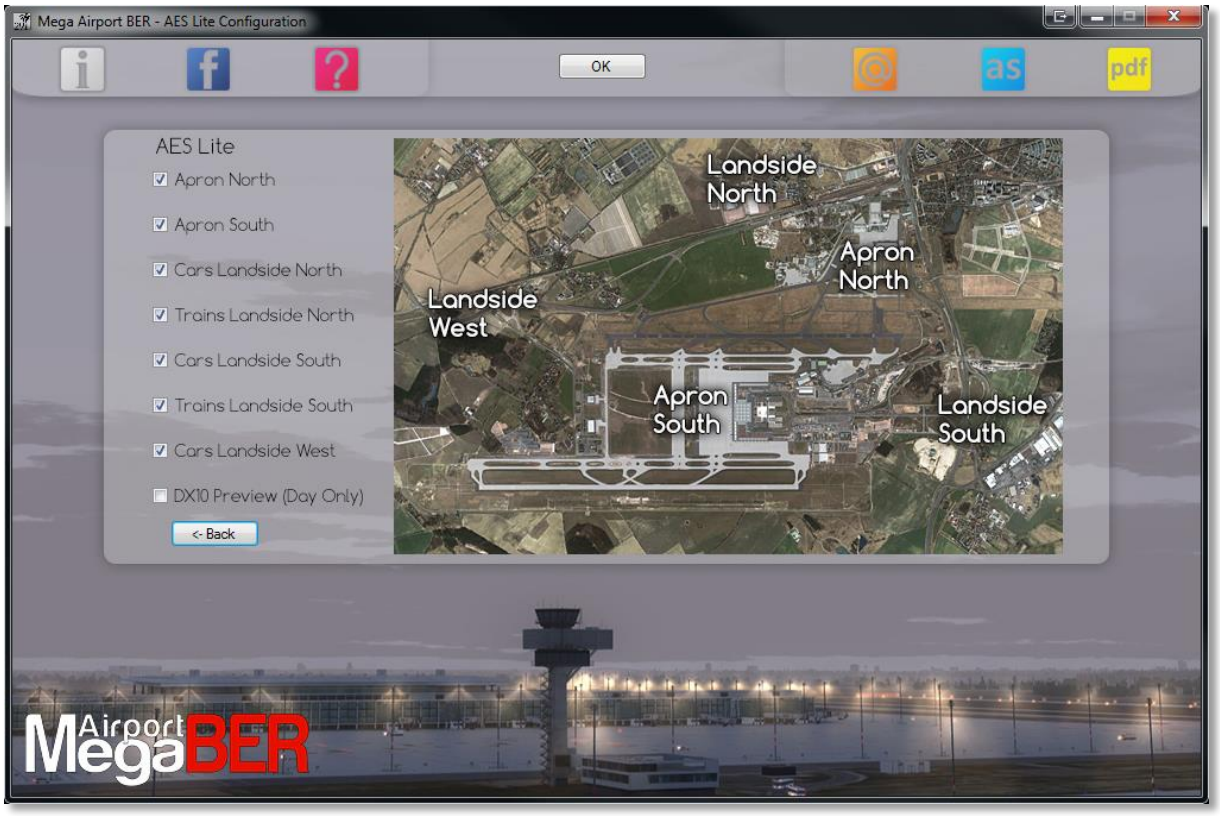
MANAGER TOOL



There are many elements of this scenery that you can toggle on or off. You can find the Manager Tool in the Windows Start Menu (Aerosoft | Mega Airport BER) or you can start it via the Aerosoft Launcher.

- **BER active:** This setting enables you to activate the BER areas of the airport and the respective navaids (ILS) which have not been put in service yet (April 2014). **This is the scenery's default setting.** If you deactivate this option, all structures within the BER area will visually show as they currently are and only the SXF part will be used for aviation. There will be a fence across the main BER apron and only BER's north pier parking positions will be available. In addition those around the actual SXF terminal of course. See Appendix 1 to get a better idea of the areas covered.
- **Texture Max Load**: FSX only! Not needed for Prepar3D, see settings chapter!) Mega Airport BER uses textures at a higher (HD) resolution textures than you can load them in FSX by default. Therefore we highly suggest that you set Texture Map Load to 2048 to have the best visual experience. Higher settings like 4096 won't make any difference for Mega Airport BER.
- **Ground Lighting**: Set to “Half” by default. Ground lighting has a major impact on FPS even on high end systems. Which is the reason why you should not use the “Full” setting unless you really want to. “Full” will show each taxi light at its real world position and there are plenty of those...
- **3D Grass**: Although it looks really good, 3D grass will take up a lot of FPS so it is best left off on systems that are not very powerful.
- **Season Switch**: Please use this switch to activate winter textures when flying during the months of December, January and February so they merge perfectly with the surrounding snow landscape (not recommended for VFR Germany users since there are no winter textures in that product).

IMPORTANT! Once you make any changes to the settings in FSX, FSX will reset your TML settings made in the Manager Tool to 1024 or lower! Therefore it is highly recommended to shut down FSX after you made your setting changes, open the Manager Tool, set TML back to 2048 and restart FSX. This will ensure that both your new settings made and TML=2048 will be used by FSX.



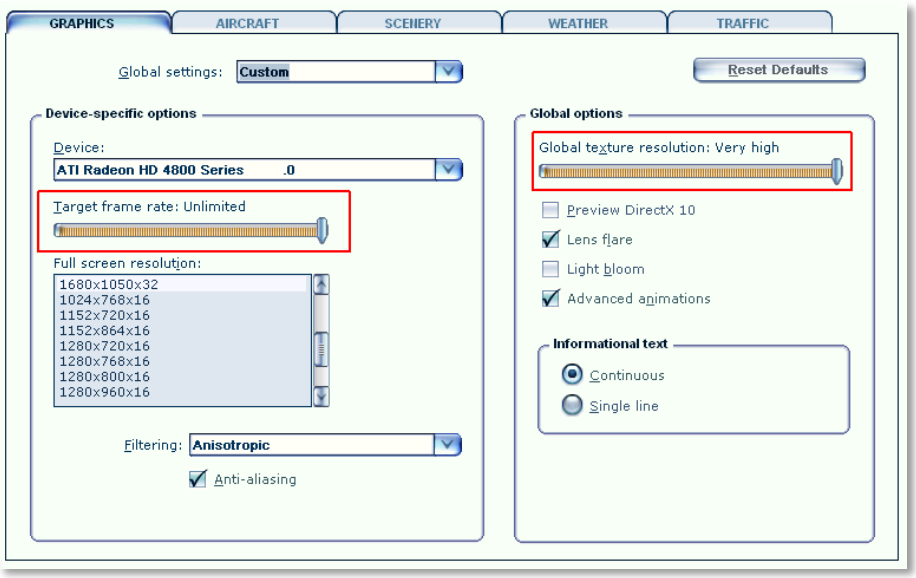
- **AES Lite**: (FSX only! See chapter “About Prepar3D”) Will let you toggle on/off traffic around the aprons, roads as well as trains on the extensive network around the airport. Note: The DX10 option is only intended for daytime use and will make all vehicles compatible to the DX10 Preview mode available in your FSX. They won't however show properly at night.

FSX DISPLAY SETTINGS

In order to change your scenery settings, go to Settings -> Display. All settings that are important to see this scenery correctly are marked in red. All other settings are to your own liking.

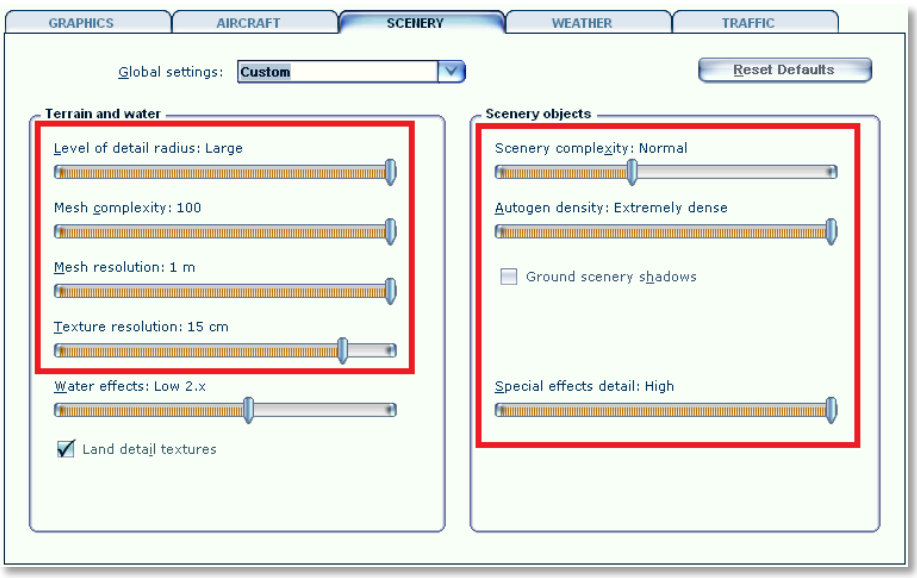
IMPORTANT! Once you make any changes to the settings in FSX, FSX will reset your TML settings made in the Manager Tool to 1024 or lower! Therefore it is highly recommended to shut down FSX after you made your setting changes, open the Manager Tool, set TML back to 2048 and restart FSX. This will ensure that both your new settings made and TML=2048 will be used by FSX.

GRAPHICS MENU



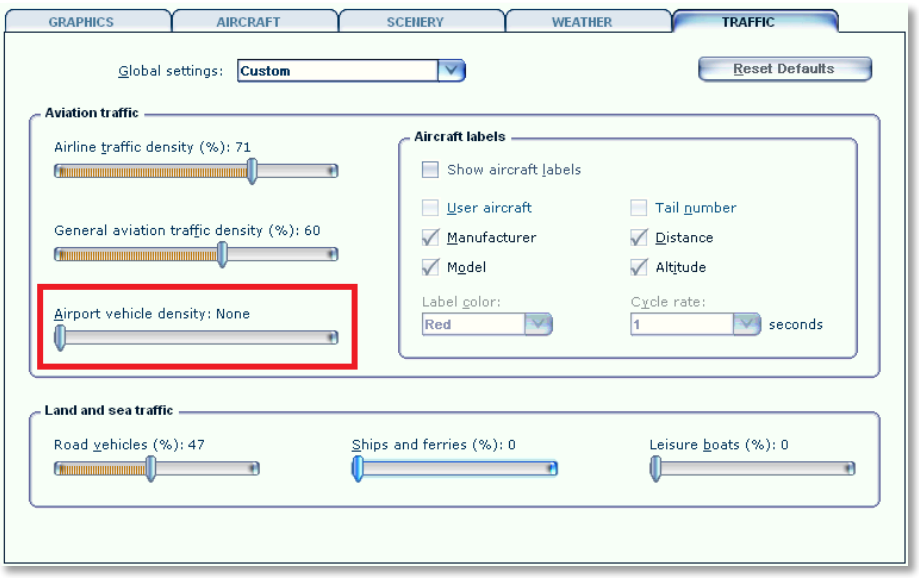
- We advise to keep **Target frame rate** set to **Unlimited** when your hardware is not very fast. If you see your frame rate wildly fluctuating **and** over 50 fps we advise you to limit the frame rates to 40. This will allow FSX to calculate a few things in advance.
- **Global texture resolution** has to be to **Very high**.
  See the advice at the beginning of this chapter. This is the TML setting. The slider can't go beyond “very high” (1024 pix) while the Manager Tool provided can (2048 pix recommended)

SCENERY SETTINGS



- **Level of detail radius** should be set to **Large** to have nice crisp ground textures outside the areas covered by concrete and asphalt.
- Mesh is important for this scenery. Set **Mesh Complexity** to **100** and **Mesh resolution** to **1 meter.**
- **Texture resolution** should be at least **15 cm** or less to get the best resolution of the textures.
- **Special effects details** should be on **High** to see all the special animations.
- **Scenery complexity** can be set to Normal. All the airport's structures will be shown at that setting.
- For best results we recommend to set **Autogen Density** to **Extremely dense** to show every single house around the airport. If you do airliner flights (meaning no VFR flying around the airport) we recommend to bring it down a bit, e.g. **Normal**.
  IMPORTANT: If you encounter “Out of Memory” (OOM) crashes, we recommend to move this slider a bit further to the left since autogen uses a lot of memory!
- Also, do make sure that **ground scenery shadows** box is **Off**, since all 3D objects have built-in shadows for better performance

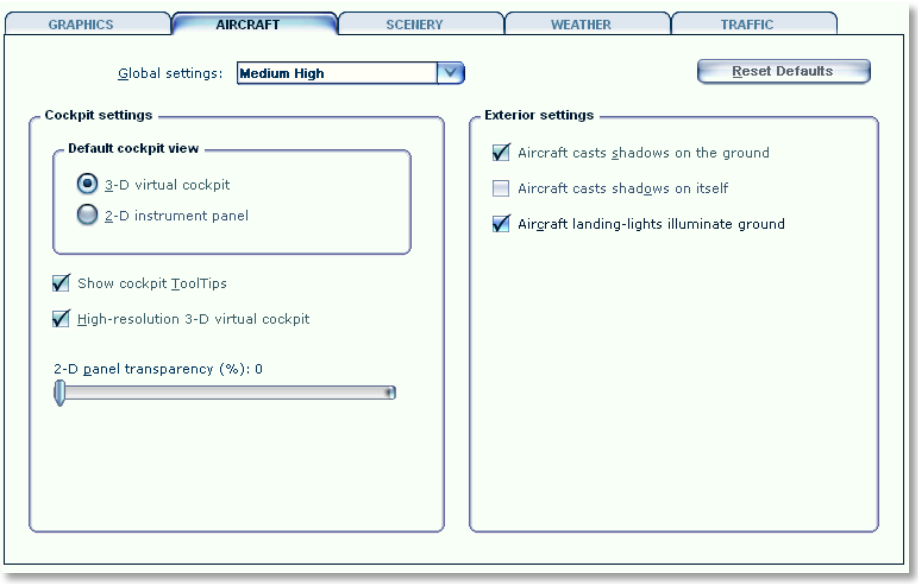
TRAFFIC SETTINGS

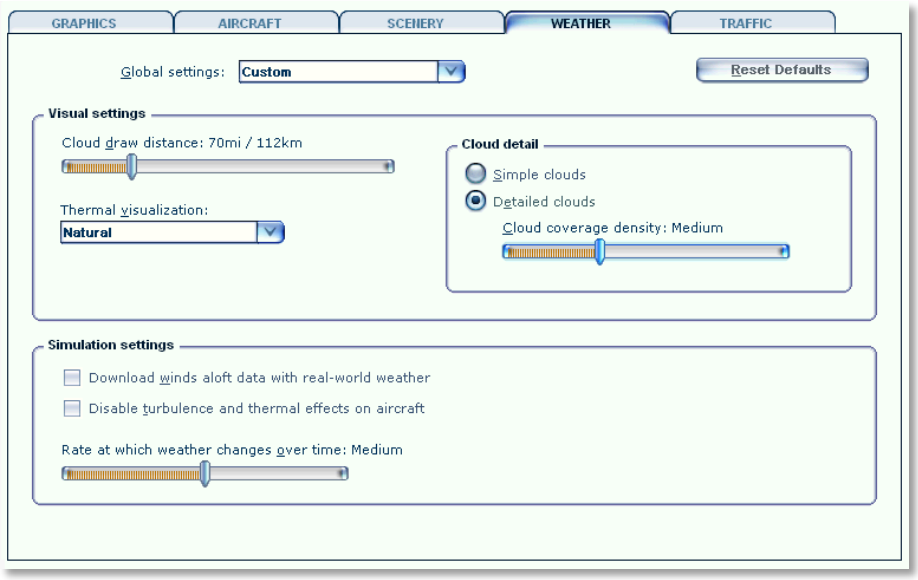


- Traffic settings as shown are advised. This will make the project look best and will avoid problems.

AIRCRAFT AND WEATHER SETTINGS

Aircraft and weather settings are not very important for a scenery but for completion we added the settings our testers found to be most suitable.

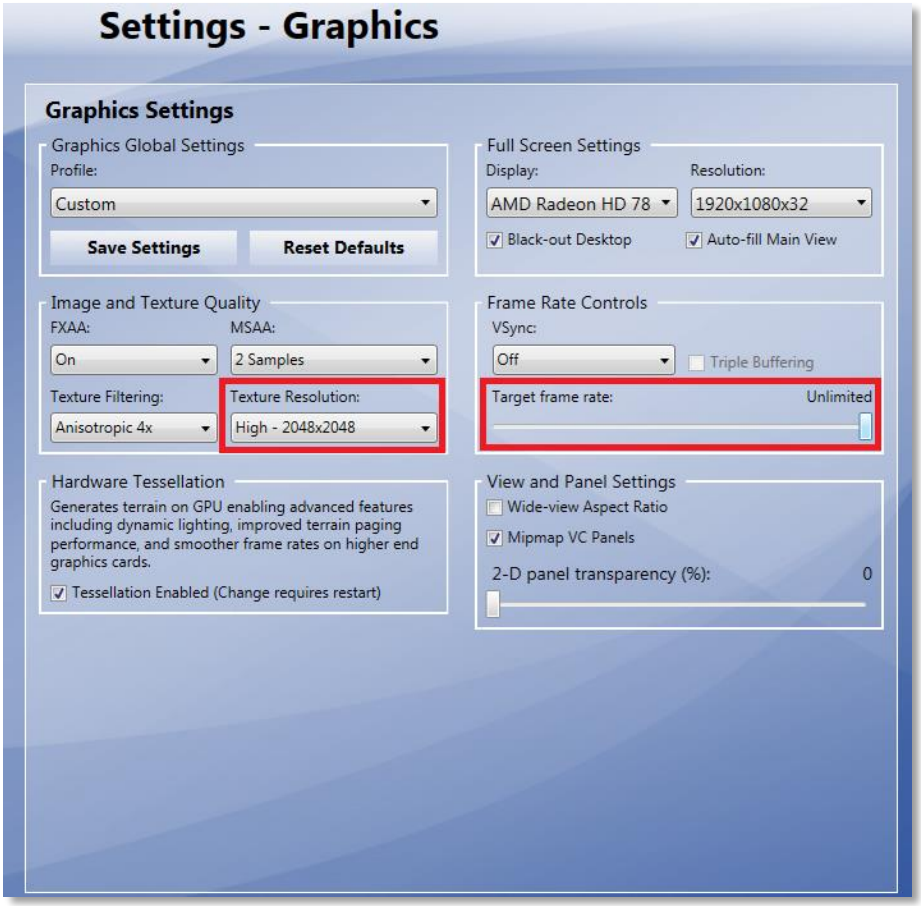




PREPAR3D V2.2 DISPLAY SETTINGS

In order to change your scenery settings, go to Options → Settings → Display. All settings that are important to see this scenery correctly are marked in red. All other settings are to your own liking.

GRAPHICS MENU

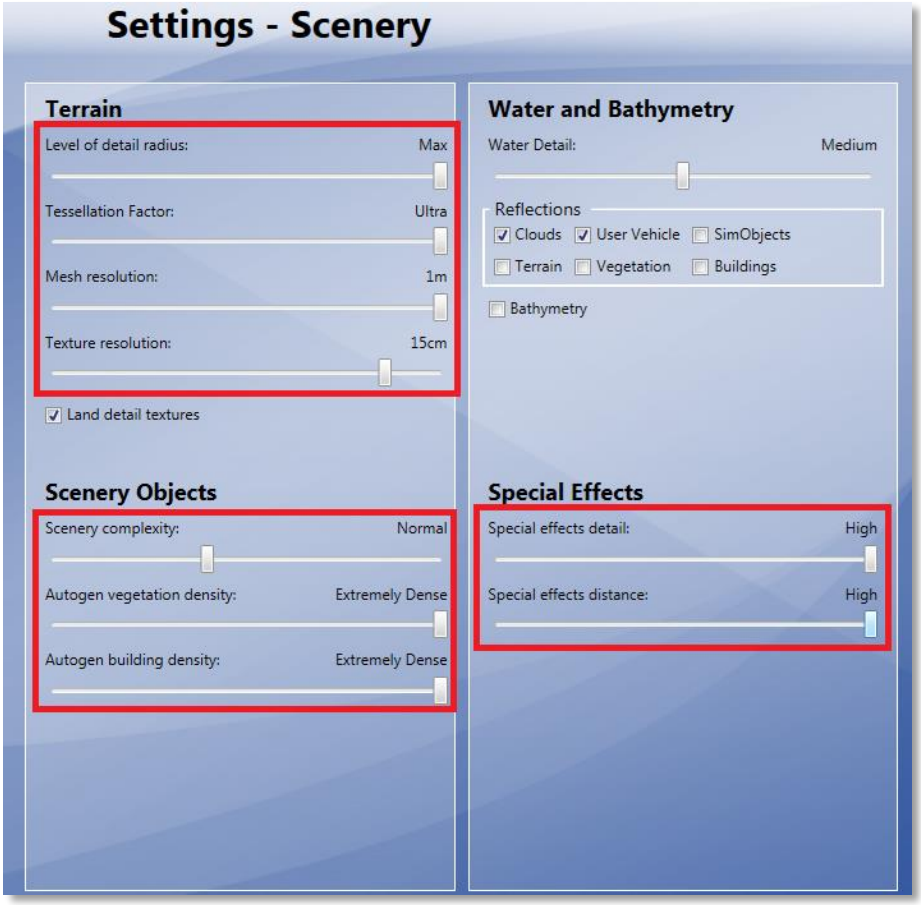


We advise to keep Target frame rate set to Unlimited when your hardware is not very fast. If you see your frame rate wildly fluctuating and over 50 fps we advise you to limit the frame rates to 40. This will allow P3D to calculate a few things in advance.

- **Global texture resolution** has to be **High**.
  This is the same as the TML setting in the Manager Tool and for P3D does not need to be altered in the Manager Tool individually.

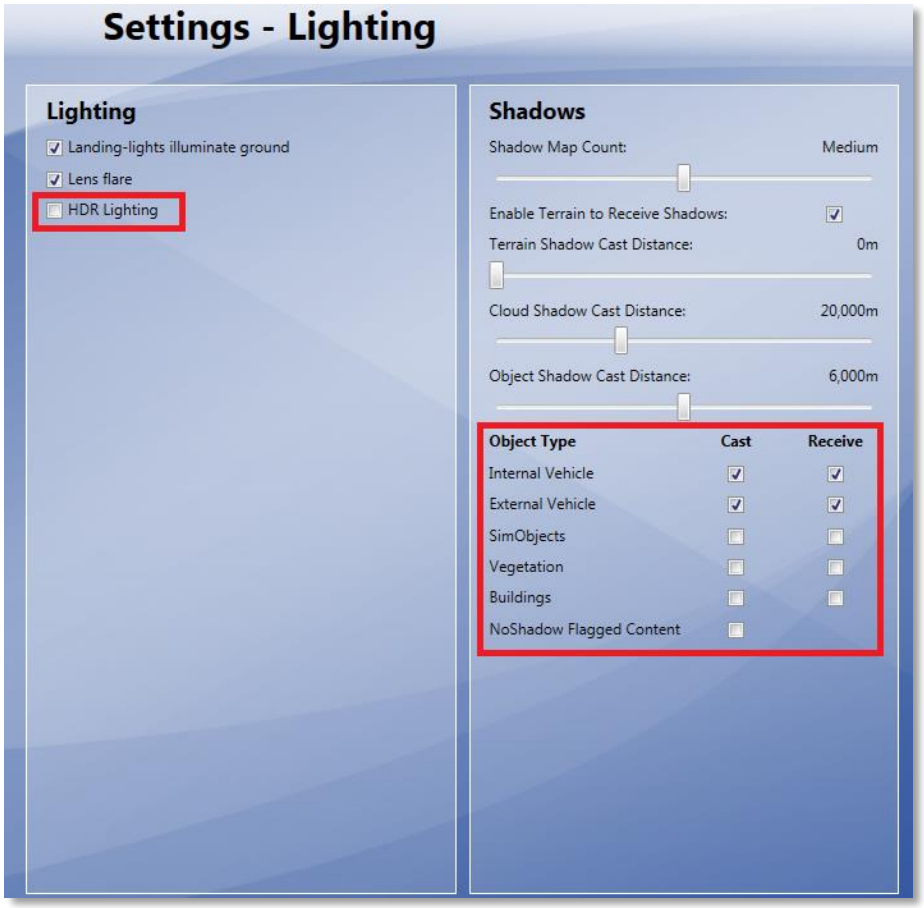
SCENERY SETTINGS

- **Level of detail radius** should be set to **Large** to have nice crisp ground textures outside the areas covered by concrete and asphalt.
- Mesh is important for this scenery. Set **Tessellation factor** to **Ultra** and **Mesh resolution** to **1 meter**.
- **Texture resolution** should be at least **15 cm** or less to get the best resolution of the textures.
- **Special effects details** should be on **High** to see all the special animations.
- **Scenery complexity** can be set to **Normal**. All the airport's structures will be shown at that setting.
- For best results we recommend to set **Autogen Density** for both vegetation and buildings to **Extremely dense** to show every single house around the airport. If you do airliner flights (meaning no VFR flying around the airport) we recommend to bring it down a bit, e.g. **Normal**. IMPORTANT: If you encounter “Out of Memory” (OOM) crashes, we recommend to move this slider a bit further to the left since autogen uses a lot of memory!



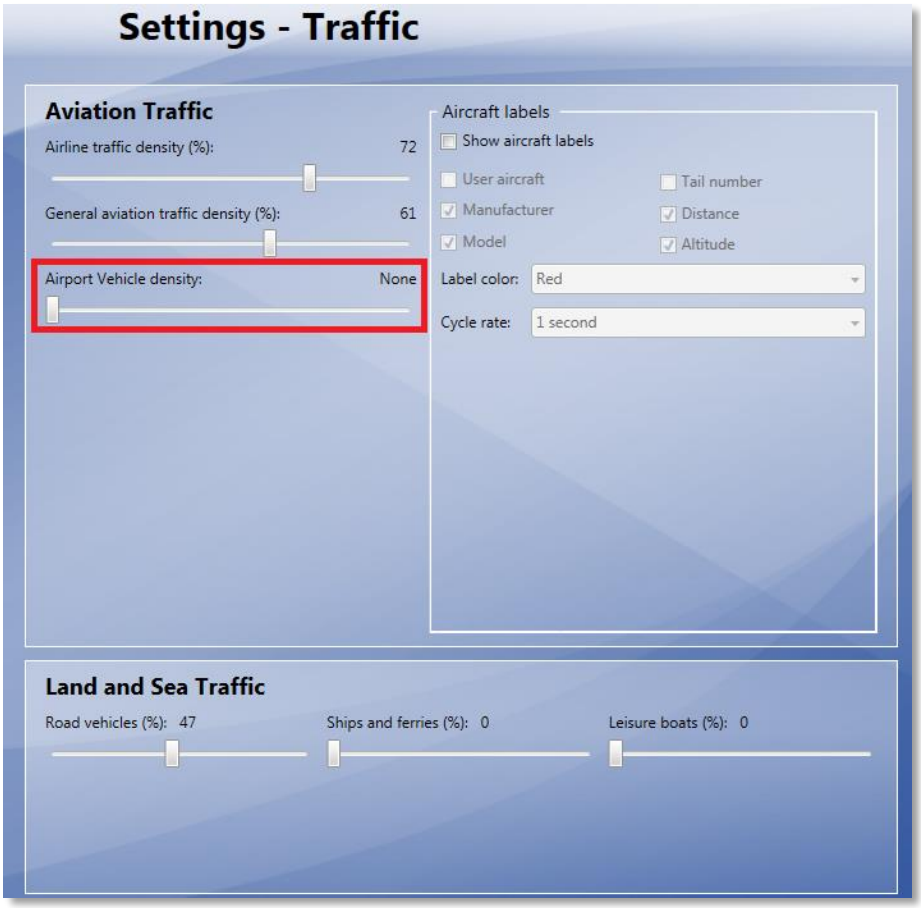
- Also, do make sure that ground scenery shadows box is Off, since all 3D objects have built-in shadows for better performance

LIGHTING SETTINGS



- HDR Lighting should be switched off since this causes the scenery to be unrealistically dark and pitch black at night.
- Scenery shadows for scenery objects can be turned off since this scenery comes with shadows rendered into the textures to allow a better performance.

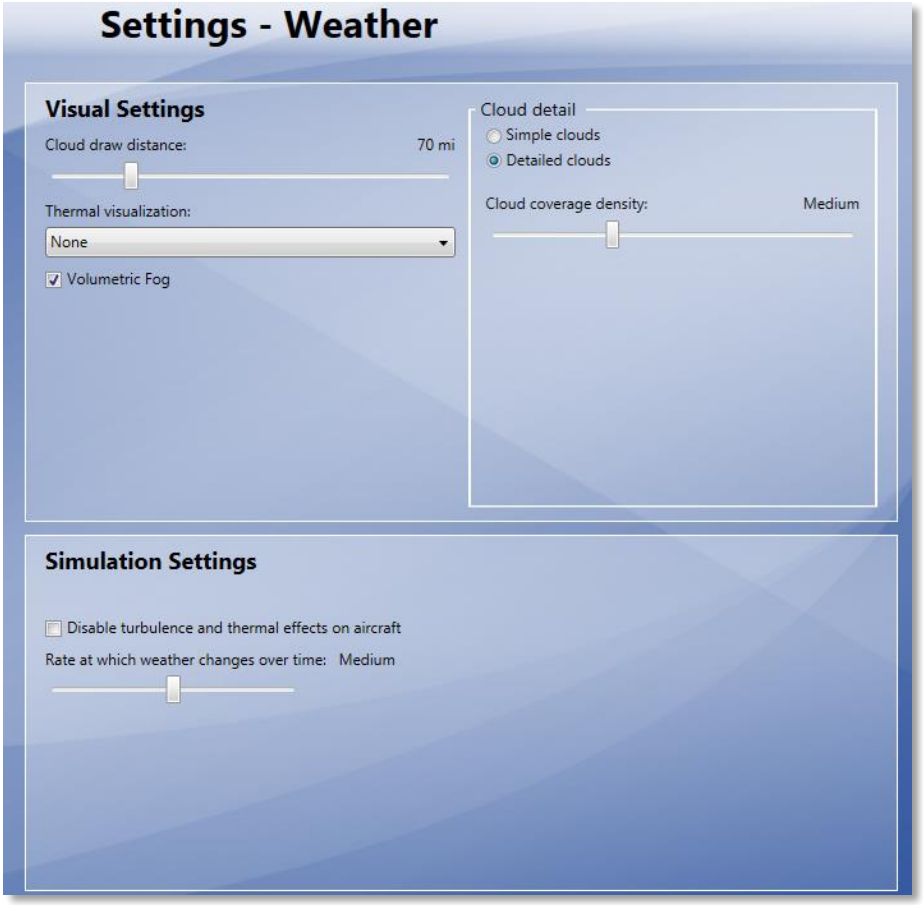
TRAFFIC SETTINGS



Traffic settings as shown are advised. This will make the project look best and will avoid problems.

WEATHER SETTINGS

Weather settings are not very important for a scenery but for completion we added the settings our testers found to be most suitable.



INFORMATION FOR BERLIN BRANDENBURG INTERNATIONAL

- Airport: Berlin Brandenburg International “Willy Brandt” (before opening: Berlin-Schönefeld)
- Country: Germany
- City: Berlin
- ICAO ID: EDDB
- IATA ID: BER (before opening SXF)
- Time: UTC+1(+2DT)
- Location: 52°21'43"N (52.362137) 13°30'00"E (13.500070)
- Elevation: 148 feet (45 meters)
- Type: Civil
- Magnetic Variation: 003° E

RADIO COMMUNICATION FREQUENCIES

- Tower 120.025 / 119.575
- ATIS 123.775
- Ground 129.5

RUNWAYS

- **Runway 07R**: 4000 x 60 meters (13123’ x 197’ feet) Concrete
    - Lights: W VRB LIH/LIL PAPI-L (3.00°)

- **Runway 07L**: 3000 x 45 meters (9843’ x 148’) Asphalt , displaced threshold
    - Lights: W VRB LIH/LIL PAPI-L (3.00°)

NAVIGATION

VOR + DME

ID: BER
Name: BERLIN BRANDENBURG
Frequency: 114.100
Range: 80NM
Location: 52°20'31"N (52.342014089) 13°27'15"E (13.454047143)

ID: SSD
Name: SCHONEFELD
Frequency: 114.400
Range: 195.05NM
Location: 52°22'28"N (52.374525145) 13°30'13"E (13.503672034)

ILS

Runway: 07R ID: IBSE Frequency: 109.7 Range: 25NM Glideslope: 3°	Runway: 25L ID: IBSW Frequency: 109.5 Range: 25NM Glideslope: 3°
Runway: 25R ID: IBNW Frequency: 109.9 Range: 25NM Glideslope: 3°	Runway: 07L ID: IBNE Frequency: 110.7 Range: 25NM Glideslope: 3°

FURTHER INFORMATION ABOUT NAVAIDS AND TEMPELHOF AIRPORT

The Berlin Airspace has changed a lot since the initial release of MS Flight Simulator X. Therefore some changes to the navaids available were necessary. Although a developer should never make changes to another airport than the one he is working on we needed to make some changes to Tempelhof airport. That is that old historic airport north of BER (within city limits) that has sadly been closed a few years ago despite its long history (famous for the Berlin Air Bridge).

Unfortunately the new BER south runway and BER VOR will use the same frequencies as they were in use by Tempelhof and still are in FSX. Therefore we went ahead and removed those ILS and VOR navaids from Tempelhof. And while we were at it we closed its runway for traffic and marked them with an “X” to keep things as realistic as possible.

Btw: “Removing” is not the right term here to be precise. FSX does not allow us to remove existing navaids. Therefore we had to “orphanize” them. Which means we moved them away from Tempelhof and set them to a test frequency of 108.0 (ILS) and 110.0 (VOR). Unless you use that test frequency, you won't see those old ILS navaids anymore but they are still visible in the FSX Map window a few miles north (they don't serve a purpose there).

GATES AND STANDS

NON AVAILABLE GATES/STANDS USING ATC

To avoid conflicts between AI aircraft and your aircraft we were not able to add all gates and stands that overlap with others to the AFCAD file. Although they are all visually there, FSX's ATC will never guide you to the following gates and stands (which also means you won't be able to select them as start location in the airport menu):

B16	C05A	D17	26
B09A	C07A	D18	23
B11A	C09A	D19	20
B13A	C11A	D20	52
B08	C14	D02	56
B05A		D03	58
B03A		D04	
B01A		D05B	
		D05	
		D06	
		D07	
		D08	
		D21	
		D20	
		D13A	
		D13B	
		D14	
		D15	
		D16	
		D09	
		D10	
		D11	

NOMENCLATURE

To match FSX's nomenclature all gates and stands with a letter extension were renamed as in the following sample (again: This only affects the ATC and airport menu. Visually their letters and numbers painted on the ground will show as in real world):

B15A → B151
B15B → B152

STOP POSITIONS AND AIRCRAFT TYPES

The following list of nose wheel stop locations at the gates may help you to find the right gate for your aircraft type. This will be of particular interest for pilots participating on online sessions when all gates can be used without interfering AI traffic.

Please note this list only contains gates and stands within the BER aprons, not for the SXF apron. The visual placement of the stop positions at SXF is based on an internal list provided by the airport, which we are not allowed to share with others. While the BER locations are based on our own aerial shots taken in autumn 2013. Interestingly those locations have changed 2-3 times in the past years even though the airport wasn't open yet!

A01-A12:
STOP 1: MD80/90
STOP 2: A321,B717,MD87,CRJ700/900,B734,B738,B739
STOP 3: A320,B733,B737,ERJ170-195,F100
STOP 4: A318,A319,B736,B735,RJ70-100

B01-B07, B09-B15:
STOP 1: A320,A321,F100,B733-B739,ERJ170-195
STOP 2: A318,A319,RJ70/85/100,MD80/90

B01A:
STOP 1: A346,A351,B764,B748,B733
STOP 2: B744,B789,A359
STOP 3: A333,A358,A342-A345,B757,B763,B772,B783,B788
STOP 4: A332,B762
STOP 5: A300,A310

B05A,B07A,B11A,B13A,B15A:
STOP 1: A346,B748,B773,A351,B764
STOP 2: B744,B789,A359
STOP 3: A333,A358,A342-A345,B757,B763,B772,B783,B788
STOP 4: A332,B762
STOP 5: A300,A310

B07B, B15B, D05B, D13B:
STOP 1: A380

B08,D12:
STOP 1: B763,B783
STOP 2: A300,B762
STOP 3: A310,B757
STOP 4: A321,B734,B738,B739
STOP 5: A320,F100,RJ70/85/100,MD80/90,ERJ170-195,B733,B737
STOP 6: A318,A319,B735,B736

B09A:
STOP 1: A346,B748,B773,A351,B764,A380
STOP 2: B744,B789,A359
STOP 3: A333,A358,A342-A345,B757,B763,B772,B783,B788
STOP 4: A332,B762
STOP 5: A300,A310

B16:
STOP 1: A321,A320,B733,B734,B737-B739,MD80/90,F100

STOP 2: RJ85,RJ100,B735,B736,ERJ170-195
STOP 3: A318,A319,RJ70

C01-C02:
STOP 1: MD80/90
STOP 2: A321,B717,B734,B738,B739,MD87,CRJ700/900
STOP 3: A320,B733,B737,ERJ170-195,F100
STOP 4: A318,A319,B735,B736,RJ70-100

C03:
STOP 1: A345
STOP 2: B744
STOP 3: B764,B772,B789
STOP 4: A333,A343,A358,B763,B783,B788
STOP 5: A332,A342,B762
STOP 6: A300,A310,B753
STOP 7: B752,MD80/90
STOP 8: B321,B717,MD87
STOP 9: A320,B733-B739,F100,RJ70/85/100,CRJ700-1000,ERJ145,ERJ170-195
STOP 10: A318,A319

C04,C12,C13:
STOP 1: B753,B763
STOP 2: A300,B762
STOP 3: A310,B752,MD80/90
STOP 4: A320,A321,F100,B733-B739,B717,MD87,ERJ170-195
STOP 5: A318,A319,RJ70/85/100,CRJ700-1000,ERJ145

C05A,C07A,C09A,C11A,C14A:
STOP 1: A345
STOP 2: B744,B764,A359
STOP 3: B763,B772,B789
STOP 4: A332/333,A342/343,A358,B753,B783,B788
STOP 5: - not used -
STOP 6: A300,A310,B752,B762

C05-C11,C14:
STOP 1: A320,A321,B733-B739,MD80/90
STOP 2: ERJ170-195
STOP 3: A318,A319,RJ70/85/100,CRJ700/900,ERJ145

C15:
STOP 1: - not used -
STOP 2: B753,B763,B783
STOP 3: A300,B752,B762
STOP 4: A310,A321,B717,B734,B738,B739,MD80-90
STOP 5: A320,B733,B735-737,ERJ145,ERJ170-195,F100,CRJ700-1000
STOP 6: A318,A319,RJ70-100

D01,D03A,D05A,D07A,D09A,D11A,D13A,D15A,D17A,D19A,D21A:
STOP 1: A346,B748,B773,A351,B764

STOP 2: B744,B789,A359
STOP 3: A333,A358,A342-A345,B757,B763,B772,B783,B788
STOP 4: A332,B762
STOP 5: A300,A310

D02-D11,D13-D21:
STOP 1: A320,A321,F100,B733-B739,ERJ170-195
STOP 2: A318,A319,RJ70/85/100,MD80/90

E01-E16:
STOP 1: MD80
STOP 2: A318-A321,B737
STOP 3: OTHERS

E17-E19:
STOP 1: MD80,MD90-10
STOP 2: A318-A321,B737
STOP 3: OTHERS

ABOUT PREPAR3D

Unless otherwise mentioned all information regarding FSX (MS Flight Simulator X) in this manual do apply to Prepar3D as well. Please be aware of the following limitations concerning Prepar3D:

- Prepar3D does not support AESLite, meaning you won't see any ground traffic at and around the airport as you see it in FSX.
- Ground night lightning in Prepar3D 2.2 is slightly different to the FSX version since it uses different lightning techniques compared to Prepar3D 1.4 and FSX. We did our best to match color tones to the FSX version.
- Prepar3D 2.2: Transparent windows around the BER terminal are not always shown in the right order. Same applies here: We did our best to solve this issue and make sure it's barely visible (if at all).
- Prapar3D 2.2 won't load some foglight effects around apron lightpoles when you save a flight at BER and load same flight. However all effects appear as they should when you fly in from another airport or load the airport through the airport menu, which is usually done. Bug has been reported to the Prepar3D 2.2 developer team.

F.A.Q.

Q: When selecting EDDB in FSX's airport menu and clicking OK it shows “Berlin Brandenburg Helipad” instead!
A: This depends on your start location which can vary by winds and your own selection. Once this is closer to the helipad than the airport's center, FSX will show the helipad as your selected choice. However this will not have any influence on your actual start location. You will still start your flight at the location you selected – don't worry!

Q: Is this add-on DX10 compatible (FSX only)?
A: Yes, with some exceptions. After switching to the DX10 Preview mode in FSX you need to activate the DX10 mode for ground traffic in the Manager Tool provided. This will ensure that all animated ground traffic will show correctly during daylight but they still won't show right during the night.
DX10 manages VAS memory in FSX much better than DX9, which will enable you to fly in and out of the airport using rather high settings without any “out of memory crashes”. This again comes with a cost: Lower resolutions of the textures show earlier than in DX9, which for example makes the 3D grass looking less crisp. Also keep in mind that switching to the DX10 preview mode (as well as all other setting changes made within FSX) will reset your TML settings made in the Manager Tool. If you like high resolution textures, make sure to set it back to 2048 in the Manager Tool after you closed FSX. After that go ahead and restart FSX.

Q: Is this add-on compatible with other add-ons in the area?
A: Our beta testers have tested the add-on with FTX Global, UTX Europe and other add-ons and didn't report any problems. For VFR Germany please read the respective chapter in this manual. For “Night Environment Germany” we suggest you set it to a lower priority in your scenery library than BER. So that Night Environment won't illuminate roads around the airport that are actually dark at night.

Q: There seem to be issues with the airport lighting at day/night transitions. Is this normal?
A: No but it isn't curable. FSX sometimes has its own ways of switching day/night textures. If you face any texture or scenery problems, open the scenery library and click OK (or use the "refresh scenery" shortcut) to reload scenery and textures or restart FSX entirely (recommended).

Q: Why is Berlin Tegel (TXL / EDDT) still active after I activated BER? Shouldn't it be closed then and all AI traffic rerouted to BER?
A: While compiling this manual it hasn't been decided yet if and when TXL will be closed. Furthermore scenery add-ons cannot influence the routes that AI traffic flies in FSX.

Q: I know that Berlin Tempelhof airport (THF / EDDI) has been closed, but why did you have to close it in FSX too? I'd like to keep it open!
A: For BER to work properly we had to close THF airport since BER's south runway shares the same ILS frequencies that THF had back in its old days. You can reactivate THF by removing the file *AF2_EDDI.bgl* from the folder *FSX\Aerosoft\AFD\Scenery*. But this will be at your own risk since this has not been tested and it will cause the BER south runway's frequencies will not work anymore!

Q: Why is AI traffic at some locations stopping a few meters before the actual hold short line?
A: Because of a FSX limitation that allows hold short nodes only to work within a certain distance from the runway.

Q: When using the docking guidance systems at the gates the STOP position they guide me to doesn't correspond with that shown on the ground!
A: Another FSX limitation. This is because a scenery can't know what aircraft type you are flying and therefore doesn't know the perfect stop position for the aircraft you're using (which is the same even if you use AES

btw.). But in general the guidance systems work pretty well for all aircraft types and ensure they don't crash into anything when approaching the gate.

Q: There are no animated jet ways!
A: No they aren't animated. But we made sure that the positions of most jet ways match the usual aircraft types docking there. If you'd like animated jet ways and ground service on demand we highly recommend using AES. A tool available through Aerosoft's online shop: www.aerosoft.com. Shortly after BER's release AES will come with a new version that will include BER and make it an even more interactive place!

Q: The apron vehicles interfere with each other!
A: Please make sure to set "Airport Vehicle Density" to 0% in your FSX traffic settings. Those vehicles to not respect their surroundings. This FSX version of this scenery comes with its own apron traffic that is much smarter and will stop when you cross their way (they won't stop for AI traffic though)

Q: When using "Progressive Taxi" in FSX (yellow arrows showing you the taxi path) they are shown offset and disappear from some viewpoints!
A: This is a minor bug since FSX can't handle the elevation change we applied to the airport properly. Although this doesn't cause any other problems, it does affect the location of the progressive taxi lines showing.

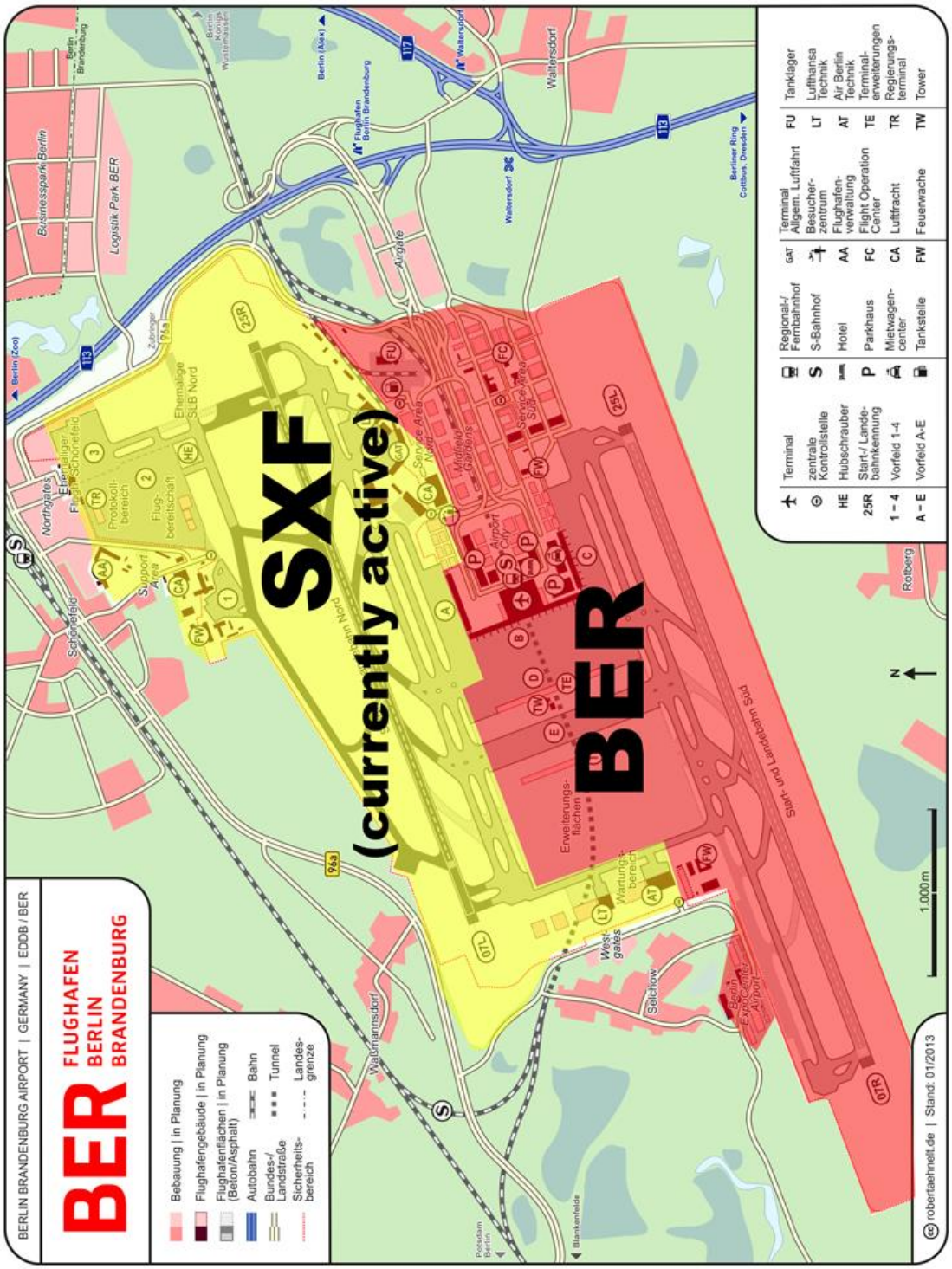
Q: The runway is not shown wet when raining!
A: This feature could not be added in favor of improved ground textures.

Q: Why is the surrounding (default) night lightning much brighter than that of Mega Airport BER?
A: When creating the night imagery we used photos to get the right color tone and common sense to keep everything as close to reality as possible. Unfortunately FSX's default landclass scenery is much too bright compared to reality making BER's night imagery appear a bit too dark (which is not the case). The current slightly darker (and more realistic) night lightning is intended and will ensure compatibility with upcoming VFR add-ons.

Q: The approach lights jump wildly and do not follow the strobes!
A: Can happen if your FPS is below 20. In that case you need to adjust (lower) your settings to get a better performance. You can see your FPS when pressing CRTL-Z twice during your flight.

Q: Why does the ATC say "Schönefeld" Tower even if I have BER set active?
A: The ATC's voice files don't know about the new name. That's something beyond the limits of influence for an add-on scenery.

APPENDIX A : MAP BER/SXF AREAS



Source: Wikipedia

APPENDIX B: CHARTS

All charts have been modified for Flight Simulation use only! You are not permitted to use them in real world. Using the charts in real world could cause serious injury or death to you and others. The charts are property of Vatsim Germany (NGO - Non governmental organization). You are not permitted to make copies, modifications or to share them - except for your own private use - without written permission by Vatsim Germany (NGO). All rights reserved. The up to date version of these charts can be downloaded free of charge at *http://www.vatsim-germany.org*. You are implicitly allowed to share this link. For flights within the Vatsim network (Virtual Air Traffic Simulation network - *http://www.vatsim.net*) please use the most up to date charts from the link provided.

Frequencies: The frequencies shown on the charts are based on real world frequencies and should be used for flights within the online network. For flights outside an online network please refer to the frequencies previously mentioned in this manual. Due to MS Flight Simulator limitations those frequencies may not always match the frequencies shown on the charts.

One additional note about approaches: Please note that the approach charts may not match the real world approaches. The published approach routes may change until/when the real world BER airport opens.

All charts provided by Vatsim Germany.

VATSIM Germany Aerodrome Chart

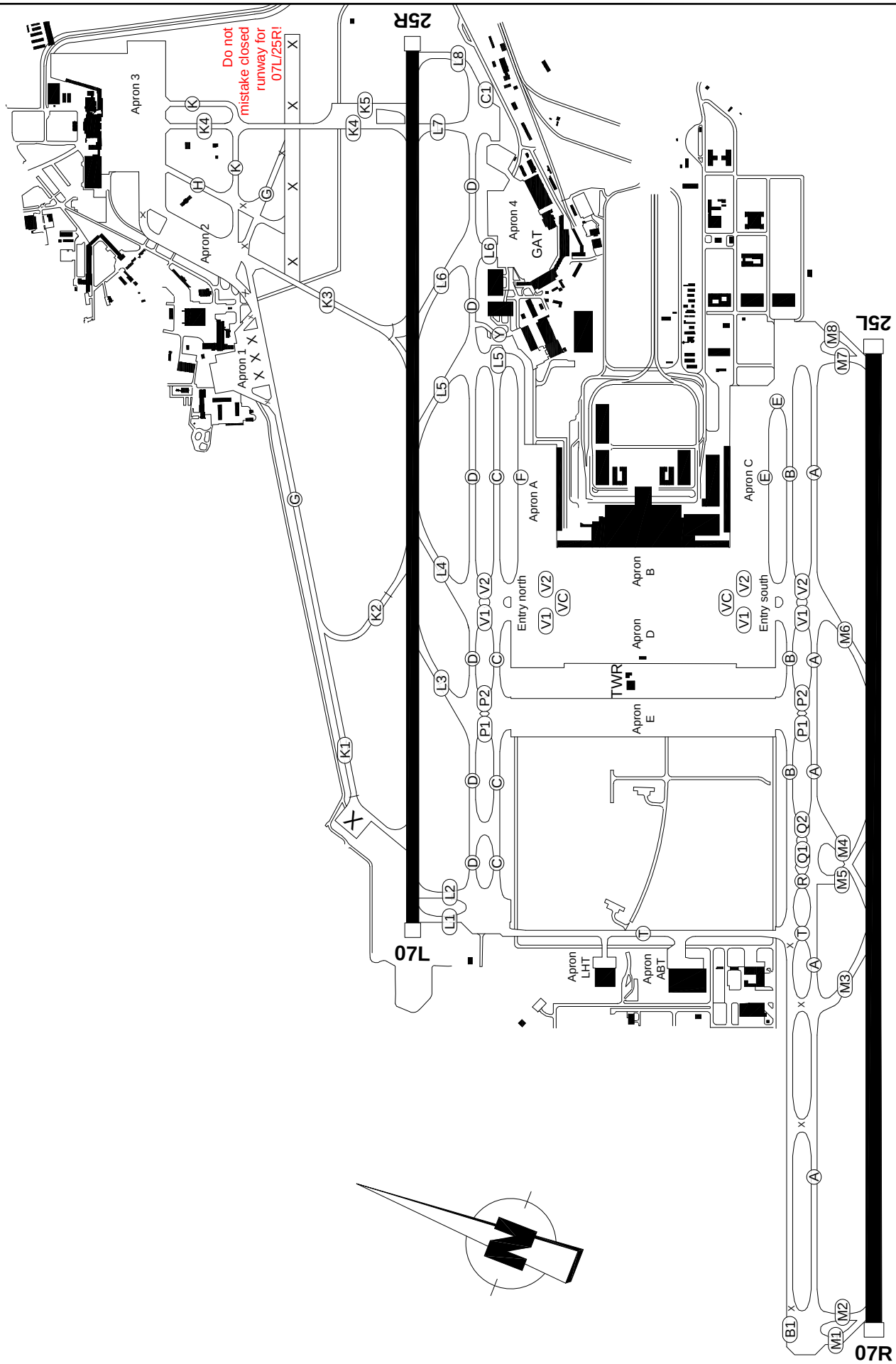
Berlin Brandenburg
EDDB

Aerodrome Elevation: 157 ft

ARP: 154 ft

Delivery (Initial Call)	121.600	Tower (North)	120.020
Apron (A,B,C,D)	129.600	Tower (South)	118.800
Ground (North)	129.500	ATIS	124.950
Ground (South)	121.700		

N 52° 21' 44.09"
E013° 30' 02.42"



Corrections New Chart

VATSIM Germany
Parking

Aerodrome Elevation: 157 ft

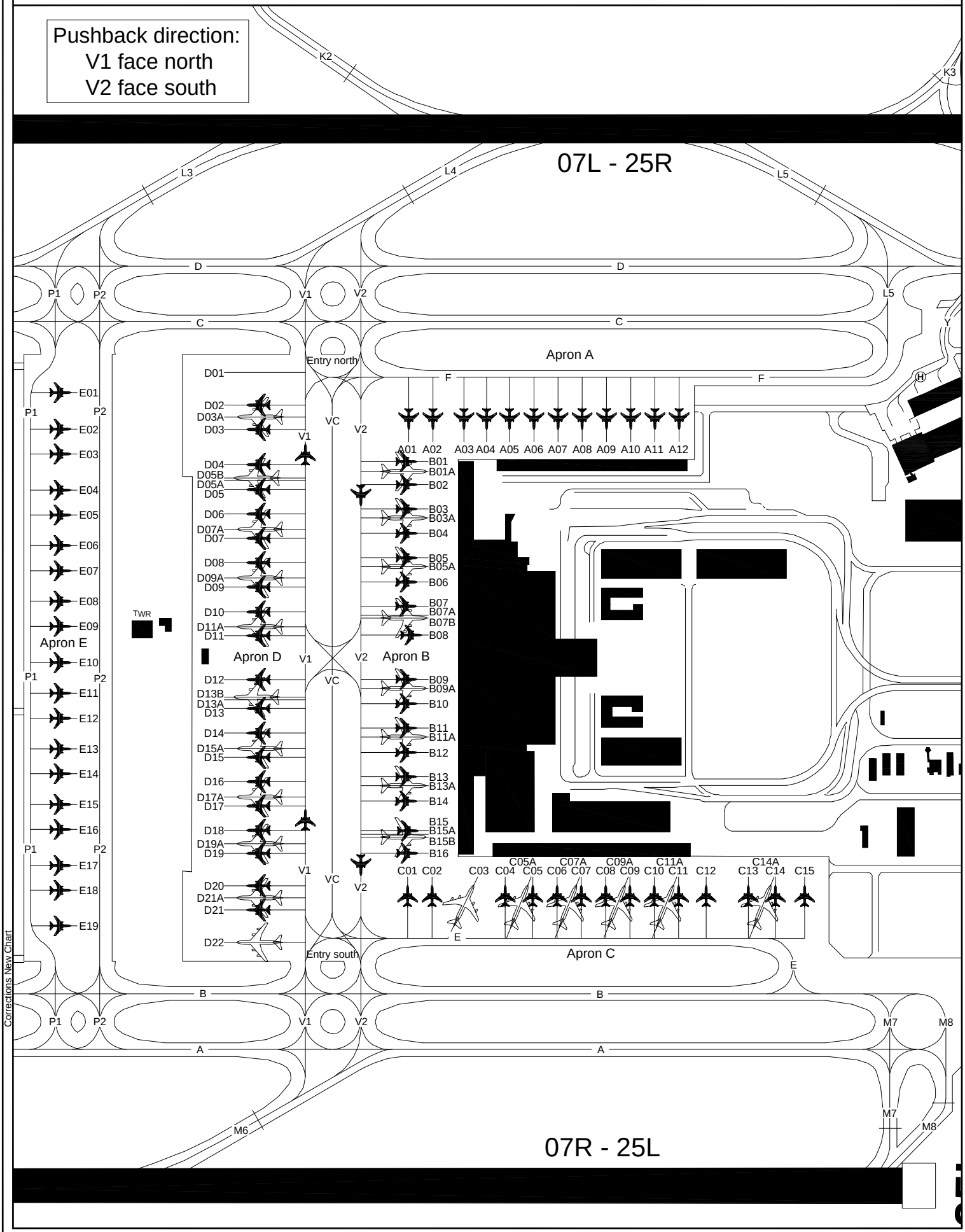
ARP: 154 ft

Delivery (Initial Call)	121.600	Tower (North)	120.020
Apron (A,B,C,D)	129.600	Tower (South)	118.800
Ground (North)	129.500	ATIS	124.950
Ground (South)	121.700		

Berlin Brandenburg
EDDB

N 52° 21' 44.09"
E013° 30' 02.42"

Pushback direction:
V1 face north
V2 face south



Corrections New Chart

VATSIM Germany
Parking

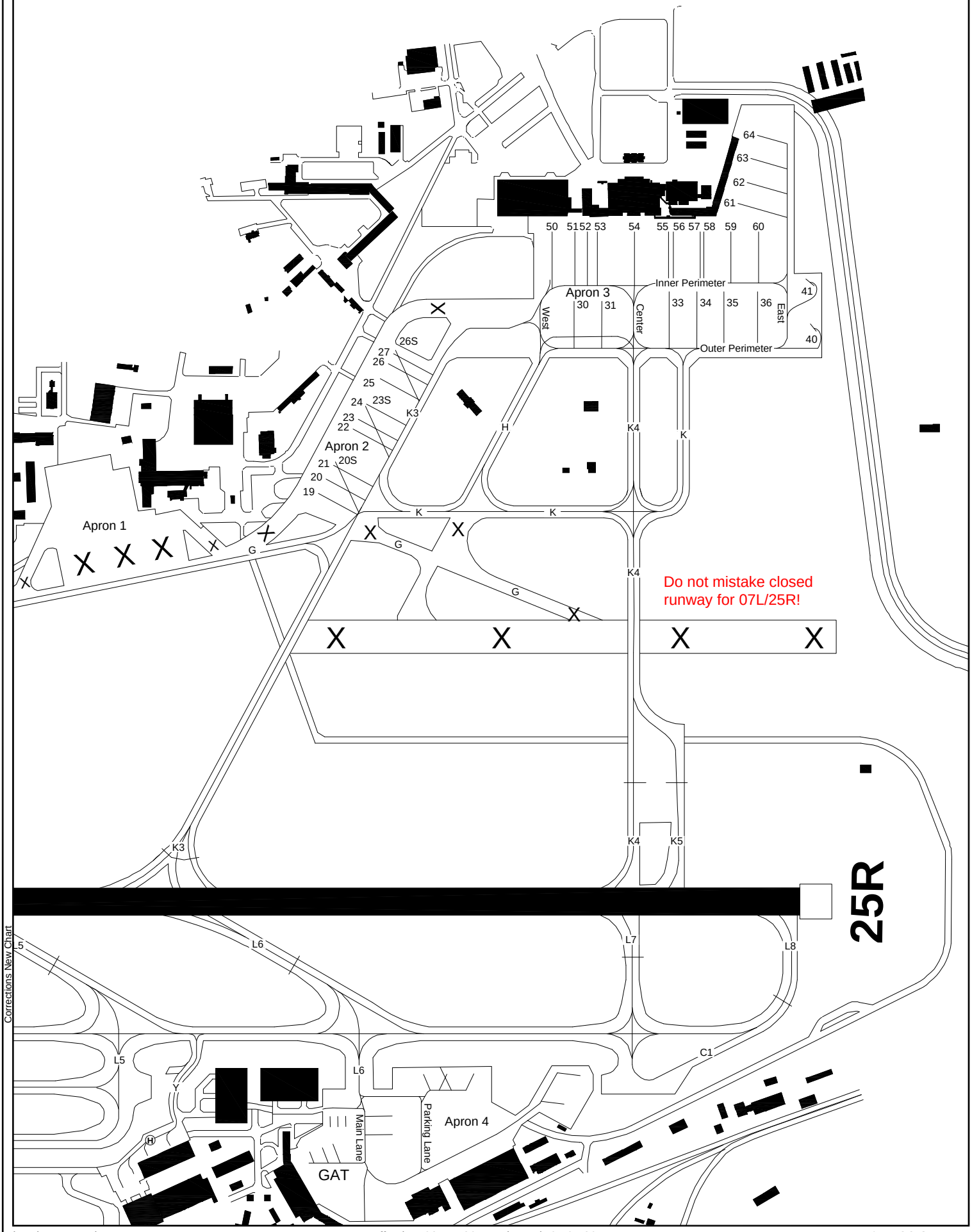
Aerodrome Elevation: 157 ft

ARP: 154 ft

Delivery (Initial Call)	121.600	Tower (North)	120.020
Apron (A,B,C,D)	129.600	Tower (South)	118.800
Ground (North)	129.500	ATIS	124.950
Ground (South)	121.700		

Berlin Brandenburg
EDDB

N 52° 21' 44.09"
E013° 30' 02.42"



Corrections New Chart

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (North)
EDDB

STAR
RWY 07L / 07R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Levelf	Remarks
BODLA3Z	**BODLA THREE ZULU**				1. BRNAV equipment necessary 2. Arrange your flight to cross RADEL max. FL140.
	Δ BODLA	250(252.2)	30.1	4000	
	Δ GOLBO	239(241.2)	21.1	4000	
	Δ RADEL	249(250.8)	27.7	4000	
	Δ LANUM				
RENKI5Z	**RENKI FIVE ZULU**				
	Δ RENKI	272(274.2)	31.1	4000	
	Δ RADEL	249(250.8)	27.7		
	Δ LANUM				
GOLBO1Z	**GOLBO ONE ZULU**				
	Δ GOLBO	239(241.2)	21.1	4000	
	Δ RADEL	249(250.8)	27.7	4000	
	Δ LANUM				
BATEL6Z	**BATEL SIX ZULU**				1. BRNAV equipment necessary 2. Arrange your flight to cross LANUM max. FL140.
	Δ BATEL				
	Δ GIRIT	064(066.4)	38.9	4000	
	Δ LANUM	090(091.9)	11.3	4000	
VIBIS2Z	**VIBIS TWO ZULU**				
	Δ VIBIS	169(170.7)	10.9	4000	
	Δ LANUM				

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (South)
EDDB

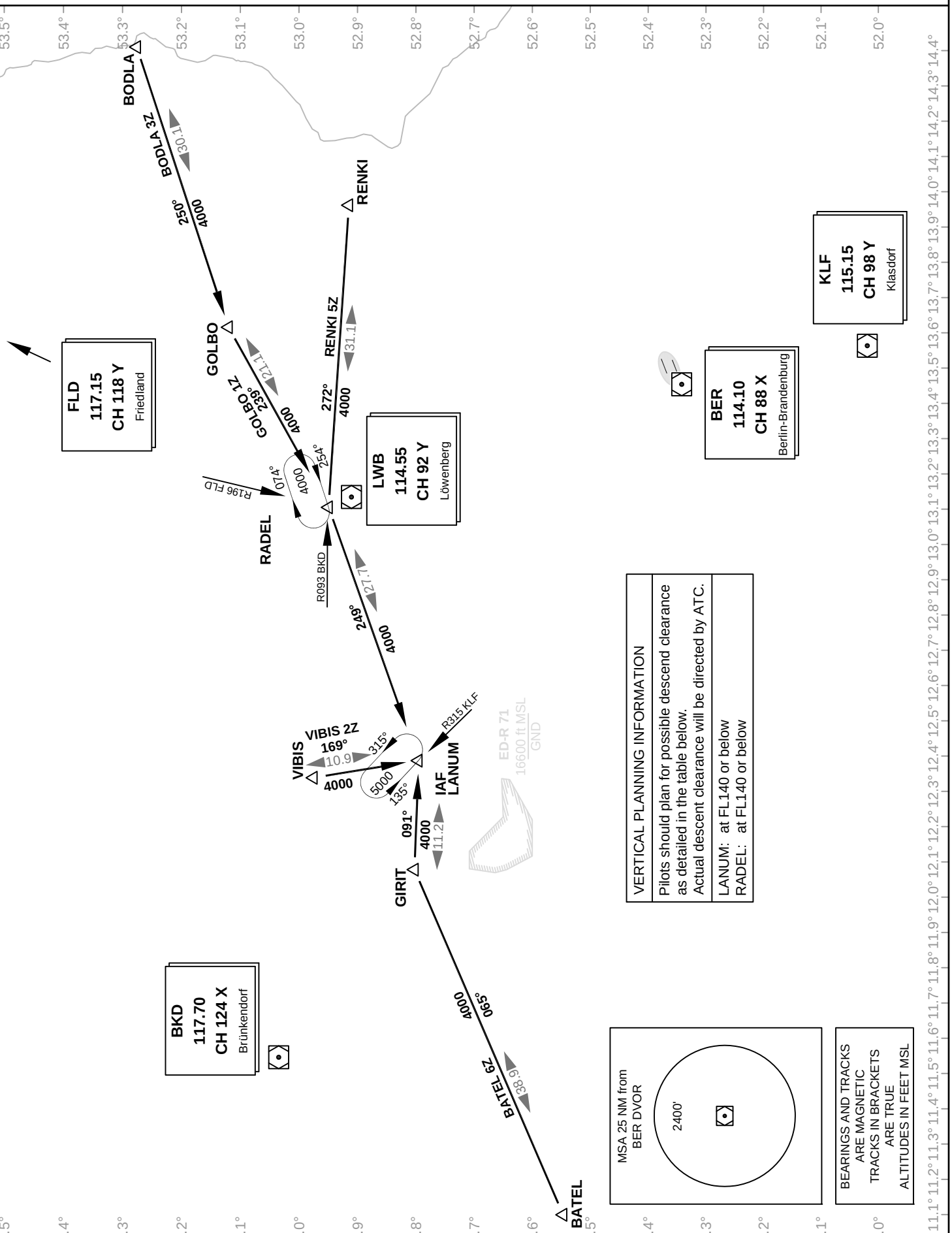
STAR
RWY 07L / 07R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Levelf	Remarks
NUKRO4S	**NUKRO FOUR SIERRA**				Arrange your flight to cross NUKRO max. FL140 and KLF max. FL90
	Δ NUKRO	265	32	4000	
	Δ Klasdorf DVOR/DME				
RUDAK5S	**RUDAK FIVE SIERRA**				Arrange your flight to cross KLF max. FL90
	Δ RUDAK	057	28	4000	
	Δ Klasdorf DVOR/DME				
MILGU2S	**MILGU TWO SIERRA**				1. Arrange your flight to cross KLF max. FL90 2. BRNAV equipment necessary
	Δ MILGU	059(061.3)	12.6	4000	
	Δ NOLNI	021	23	4000	
	Δ Klasdorf DVOR/DME				
AKUDI3S	**AKUDI THREE SIERRA**				Arrange your flight to cross KLF max. FL90
	Δ AKUDI	351	27	4000 (5000)	
	Δ Klasdorf DVOR/DME				

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (North)
EDDB
STAR
RWY 07L / 07R

ATIS 124.950 Director (North) 121.120
Transition Altitude: 5000 ft. Director (South) 119.500
Bremen Radar (North) 119.620 Tower (North) 120.020
VAR: 2° E Bremen Radar (South) 126.420 Tower (South) 118.800



VERTICAL PLANNING INFORMATION

Pilots should plan for possible descend clearance as detailed in the table below. Actual descent clearance will be directed by ATC.

LANUM: at FL140 or below
RADEL: at FL140 or below

BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES IN FEET MSL

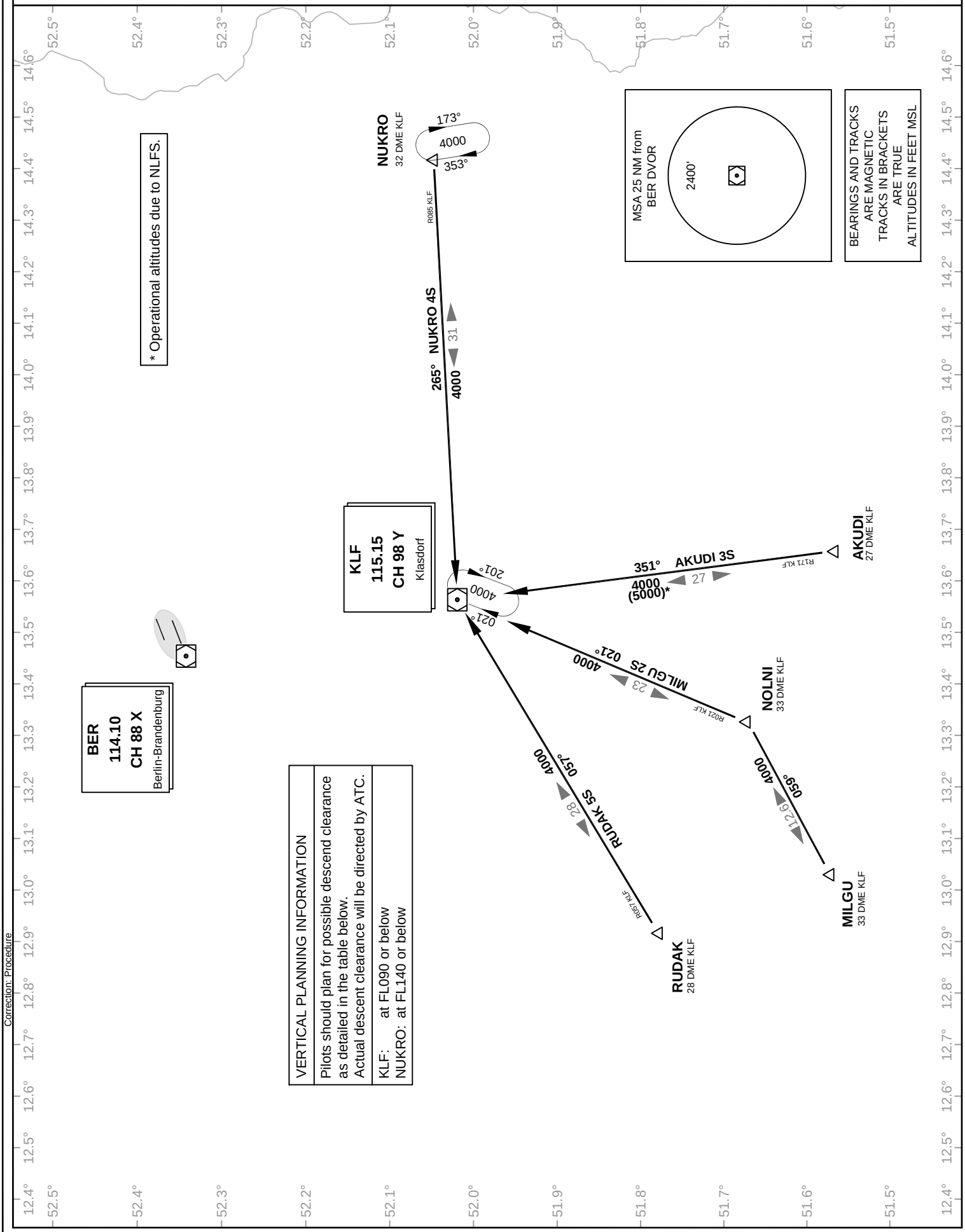
Correction: Procedure

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (South)
EDDB

STAR
RWY 07L / 07R

ATIS 124.950 | Director (North) 121.120
Transition Altitude: 5000 ft. | Director (South) 119.500
Bremen Radar (North) 119.620 | Tower (North) 120.020
VAR: 2° E | Bremen Radar (South) 126.420 | Tower (South) 118.800



Correction: Procedure

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (North)
EDDB

STAR
RWY 25R / 25L

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Levelf	Remarks
BODLA2V	**BODLA TWO VICTOR**				1. BRNAV equipment necessary 2. Arrange your flight to cross TERDA max. FL100
	Δ BODLA	215(217.0)	27.1	4000	
	Δ RENKI	189(190.9)	6.5	4000	
	Δ TERDA				
RENKI4V	**RENKI FOUR VICTOR**				
	Δ RENKI	189(190.9)	6.5	4000	
	Δ TERDA				
GOLBO1V	**GOLBO ONE VICTOR**				
	Δ GOLBO	147(148.7)	21.9	4000	
	Δ TERDA				
BATEL6V	**BATEL SIX VICTOR**				1. BRNAV equipment necessary 2. Arrange your flight to cross NASAT and TERDA max. FL100
	Δ BATEL				
	Δ GIRIT	064(066.4)	38.9	4000	
	Δ NASAT	087(089.4)	45.4	4000	
	Δ TERDA	087(89.0)	21.9	4000	
VIBIS3V	**VIBIS THREE VICTOR**				1. BRNAV equipment necessary 2. Arrange your flight to cross TERDA max. FL100
	Δ VIBIS	091(092.9)	17.9	4000	
	Δ PODUS	091(093.4)	29.6	4000	
	Δ PINUV	123(124.7)	12.5	4000	
	Δ TERDA				

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (South)
EDDB

STAR
RWY 25R / 25L

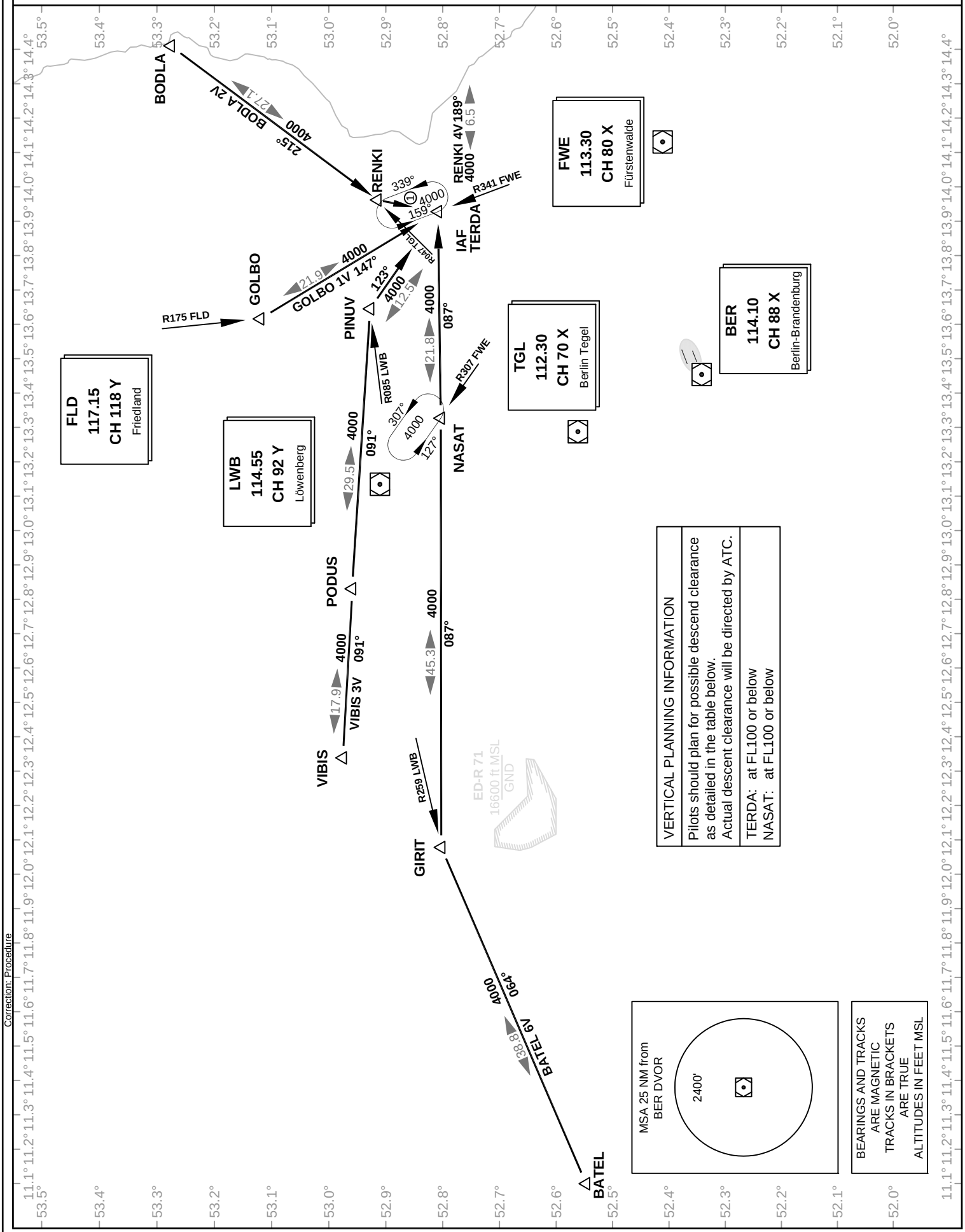
Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Levelf	Remarks
NUKRO3V	**NUKRO THREE VICTOR** Δ NUKRO Δ Fürstenwalde DVOR/DME	332	24	4000	Arrange your flight to cross NUKRO max. FL140 and FWE max. FL70
RUDAK5V	**RUDAK FIVE VICTOR** Δ RUDAK Δ Klasdorf DVOR/DME	057	28	4000	Arrange your flight to cross KLF max. FL100
MILGU3V	**MILGU THREE VICTOR** Δ MILGU Δ ATGUP	051(053.0)	35.3	4000 (5000)	1. Arrange your flight to cross ATGUP max. FL120 2. BRNAV equipment necessary
AKUDI4V	**AKUDI FOUR VICTOR** Δ AKUDI Δ ATGUP	011(12.8)	22	4000 (5000)	

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (North)
EDDB

STAR
RWY 25R / 25L

ATIS 124.950 | Director (North) 121.120
Transition Altitude: 5000 ft. | Director (South) 119.500
Bremen Radar (North) 119.620 | Tower (North) 120.020
VAR: 2° E | Bremen Radar (South) 126.420 | Tower (South) 118.800



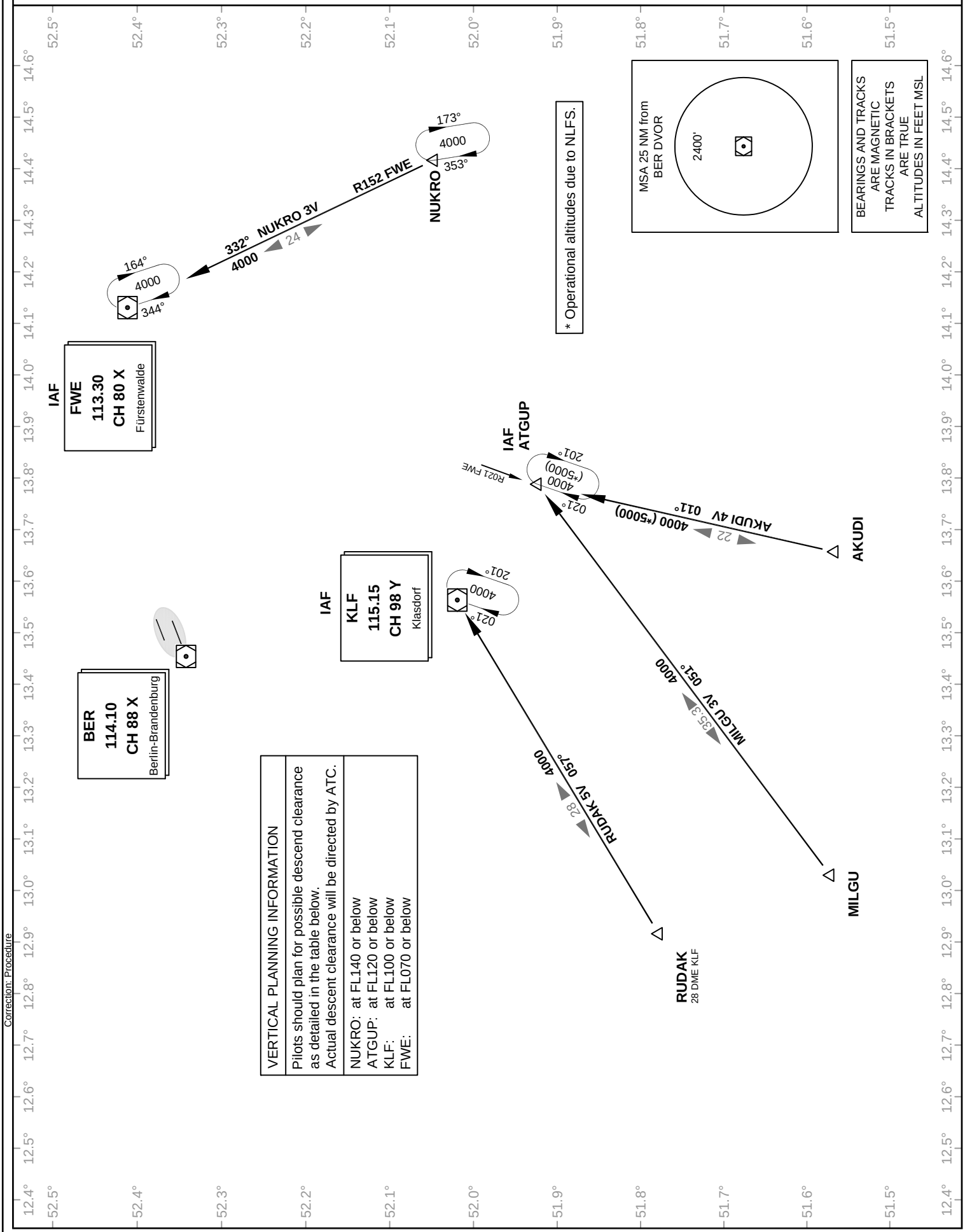
Correction: Procedure

VATSIM Germany
Standard Instrument Arrival Chart

Berlin Brandenburg (South)
EDDB

STAR
RWY 25R / 25L

ATIS 124.950 | Director (North) 121.120
Transition Altitude: 5000 ft. | Director (South) 119.500
Bremen Radar (North) 119.620 | Tower (North) 120.020
VAR: 2° E | Bremen Radar (South) 126.420 | Tower (South) 118.800



Correction: Procedure

VATSIM Germany
GPS / FMS RNAV ARRIVAL CHART

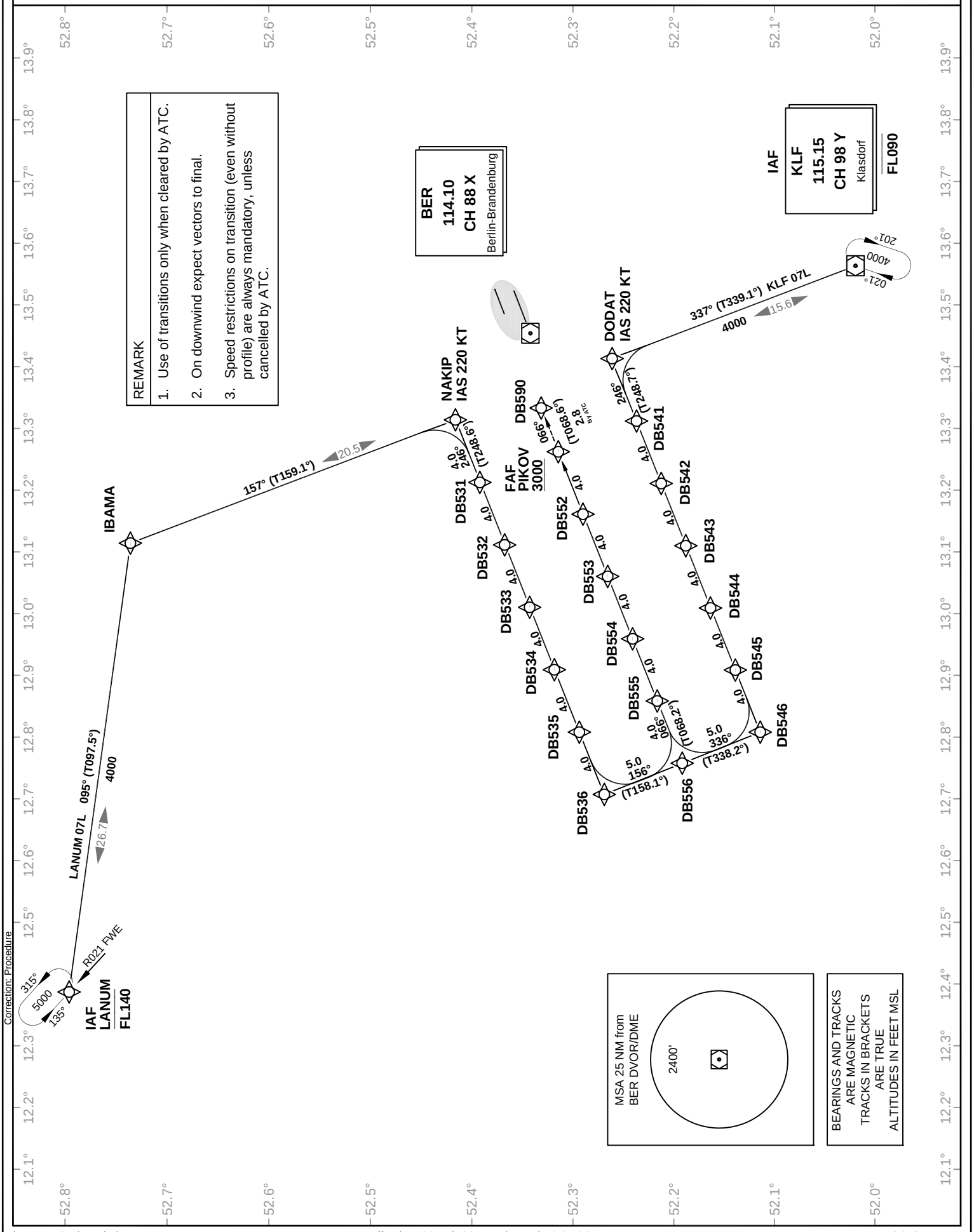
Berlin Brandenburg
EDDB

Transition to Final Approach
RWY 07L

Transition Altitude: 5000 ft.

VAR: 3° E

ATIS	124.950	Director (North)	121.120
		Director (South)	119.500
Bremen Radar (North)	119.620	Tower (North)	120.020
Bremen Radar (South)	126.420	Tower (South)	118.800



by Juan Carlos Plath

Effective: 06 Feb 2014, released 13.04.2014

VATSIM Germany
GPS / FMS RNAV ARRIVAL CHART

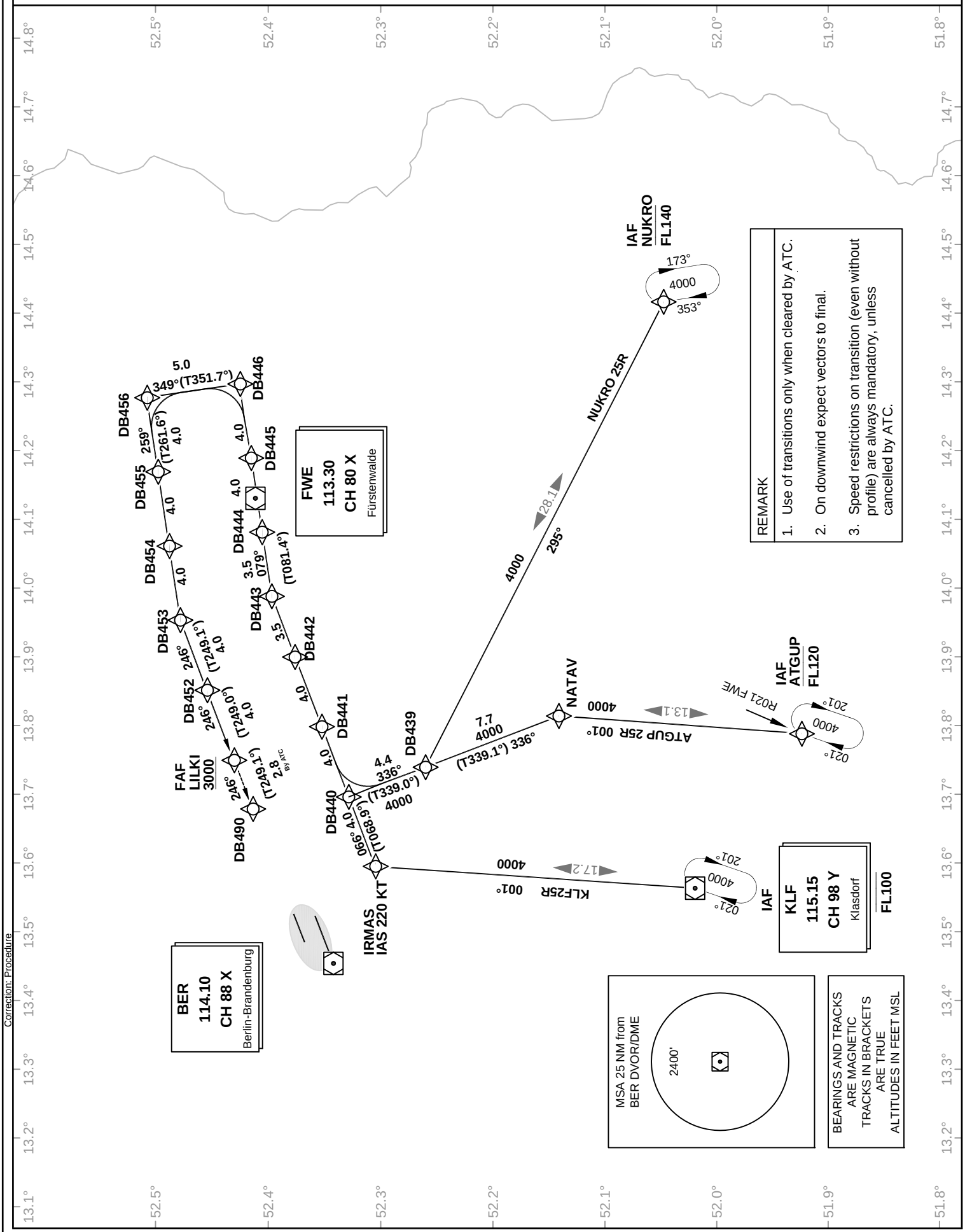
Berlin Brandenburg
EDDB

Transition to Final Approach
RWY 25R

Transition Altitude: 5000 ft.

VAR: 3° E

ATIS	124.950	Director (North)	121.120
		Director (South)	119.500
Bremen Radar (North)	119.620	Tower (North)	120.020
Bremen Radar (South)	126.420	Tower (South)	118.800



Correction: Procedure

VATSIM Germany
Instrument Approach Chart

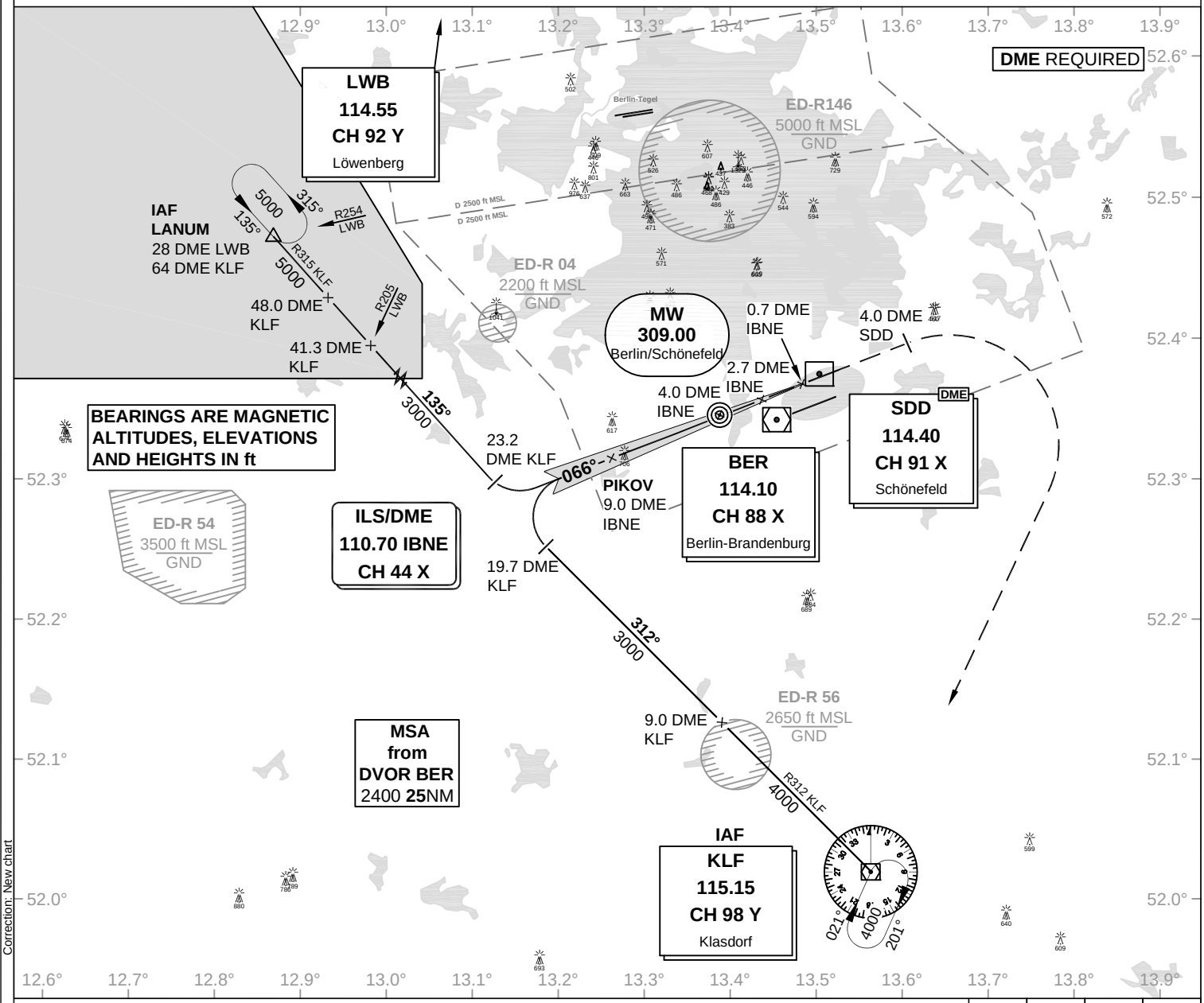
Berlin Brandenburg
EDDB

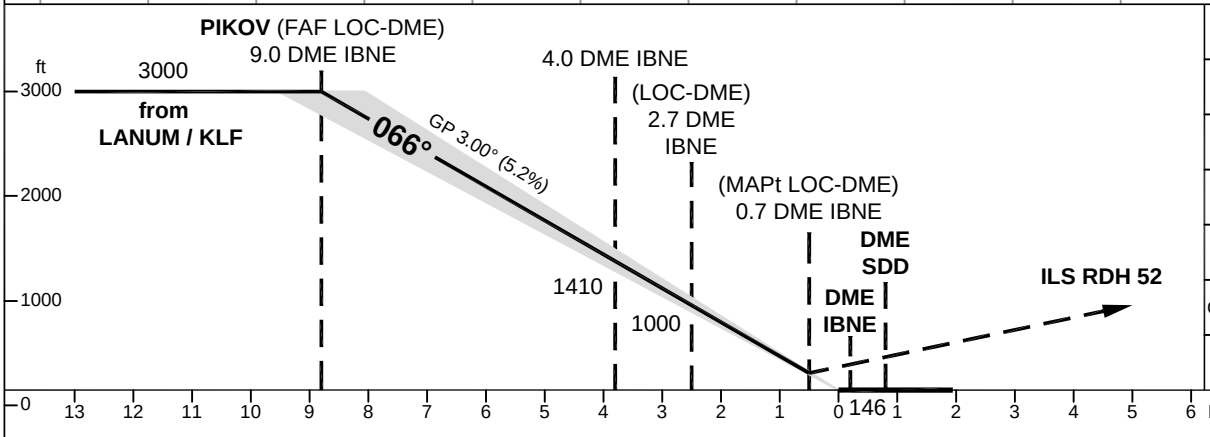
Elevation: 157

VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800

ILS CAT II & III or LOC
RWY 07L





OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	284 (138)	196 (50)	530 (390)
CAT B	294 (148)	212 (66)	530 (390)
CAT C	304 (158)	225 (79)	530 (390)
CAT D	314 (168)	238 (92)	530 (390)
CAT DL	314 (168)	238 (92)	
Large Aircraft			

MISSED APPROACH: On runway track, climb to MAX. 3000; at 4.0 DME East of SDD continue climb to 4000 and RT to KLF DVOR.

DME IBNE	9	8	7	6	5	4	3	2		
DIST THR	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8		
ALTITUDE	3000	2690	2370	2050	1730	1410	1090	780		

GS	kt	80	100	120	140	160	180
4.0 DME IBNE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RWV 125m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 12 Dec 2013, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

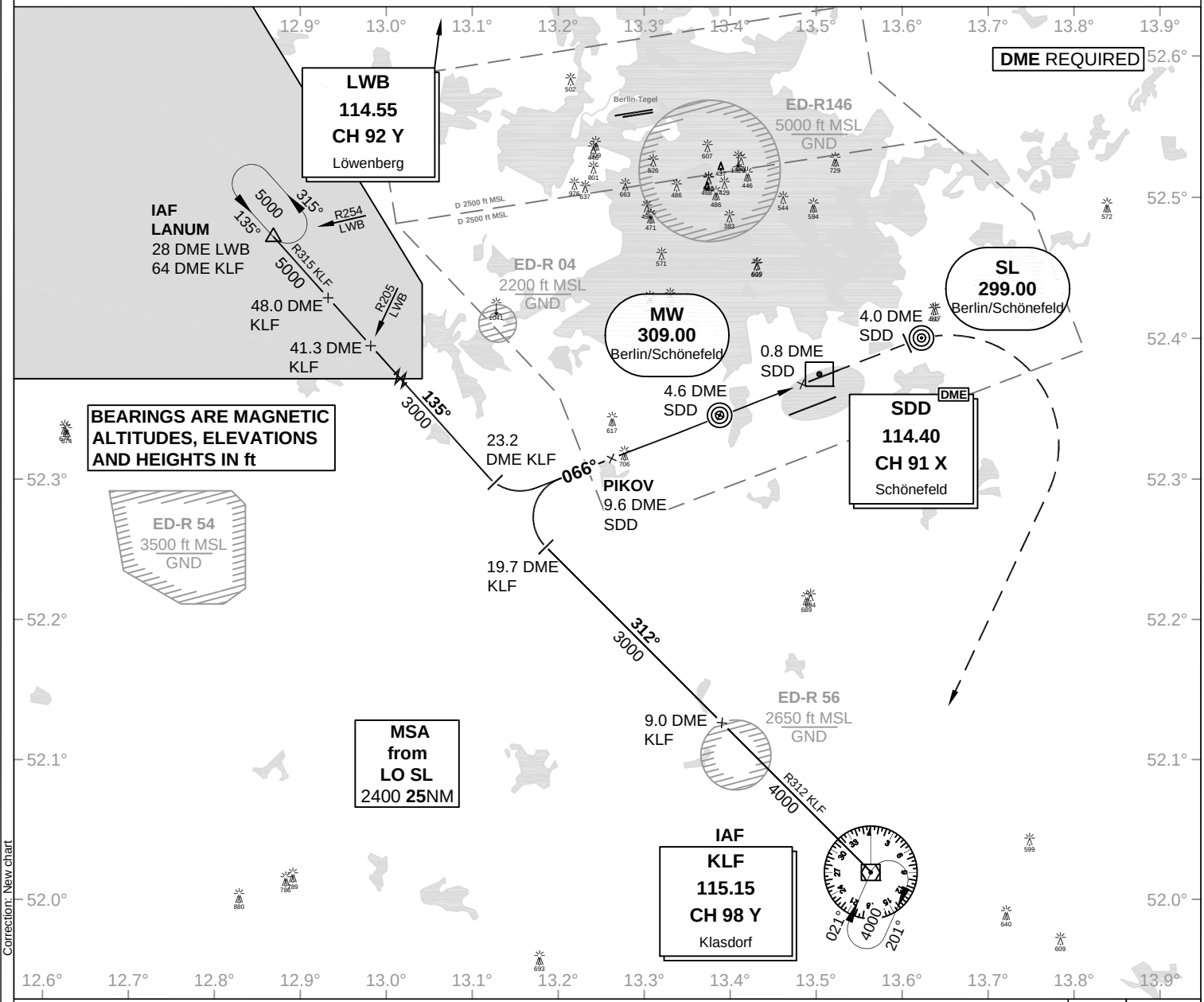
Berlin Brandenburg
EDDB

Elevation: 157

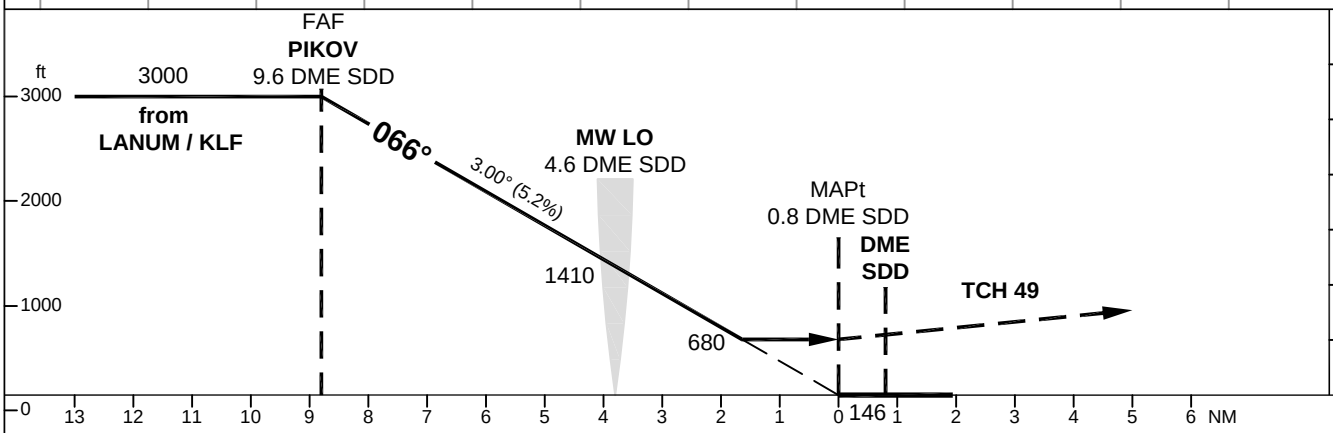
VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800

NDB
RWY 07L



Correction: New chart



OCA (OCH)	NDB-DME
CAT A	680 (530)
CAT B	680 (530)
CAT C	680 (530)
CAT D	680 (530)
CAT E	
Large Aircraft	

MISSED APPROACH: On runway track, climb to MAX. 3000; at 4.0 DME East of SDD continue climb to 4000 and RT to KLF DVOR.

DME SDD	9	8	7	6	5	4	3			
DIST THR	8.2	7.2	6.2	5.2	4.2	3.2	2.2			
ALTITUDE	2810	2490	2170	1860	1540	1220	900			

GS	kt	80	100	120	140	160	180
MW LO - MAPt (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 27 Jun 2013, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

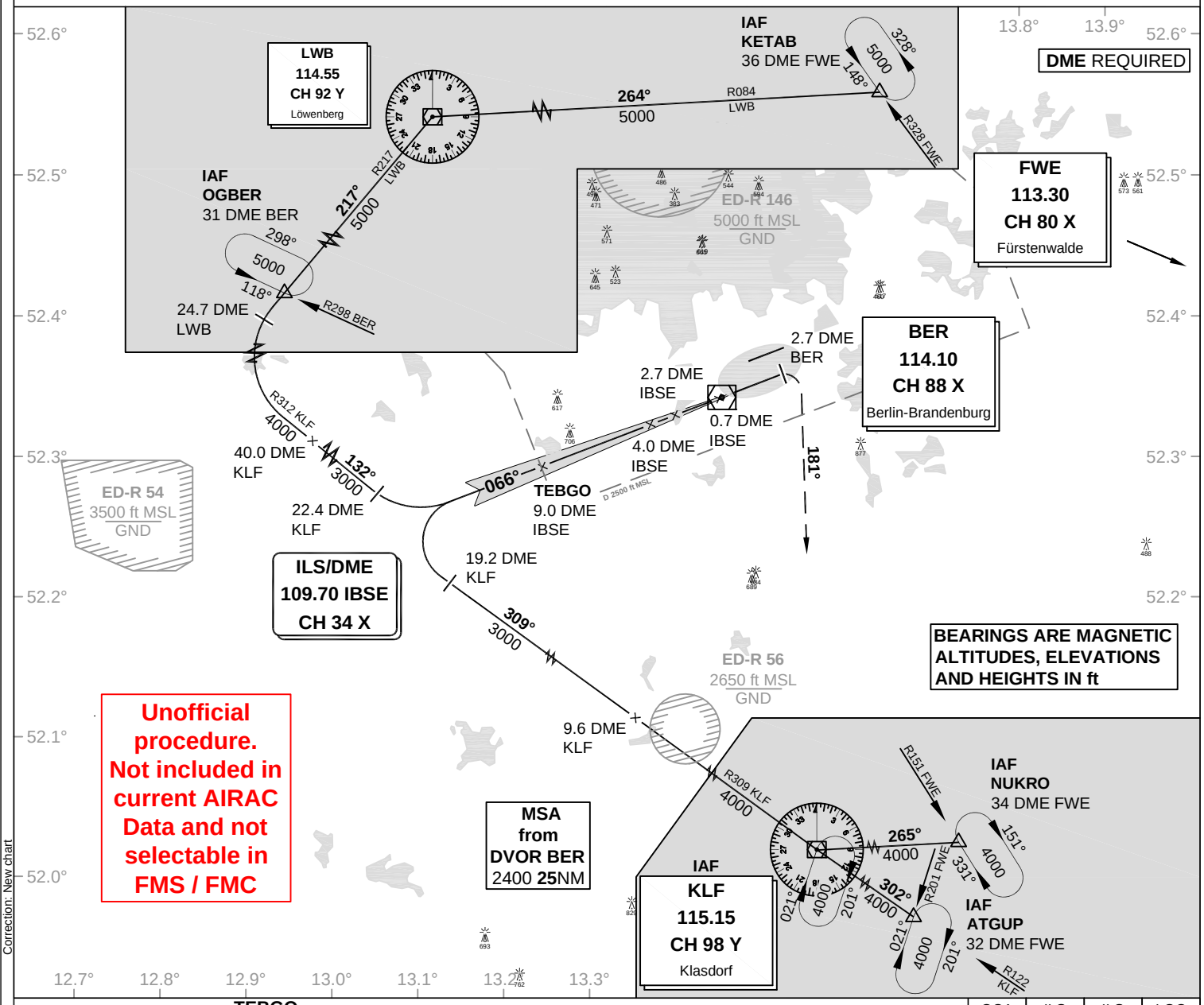
Berlin Brandenburg
EDDB

ILS CAT II & III or LOC
RWY 07R

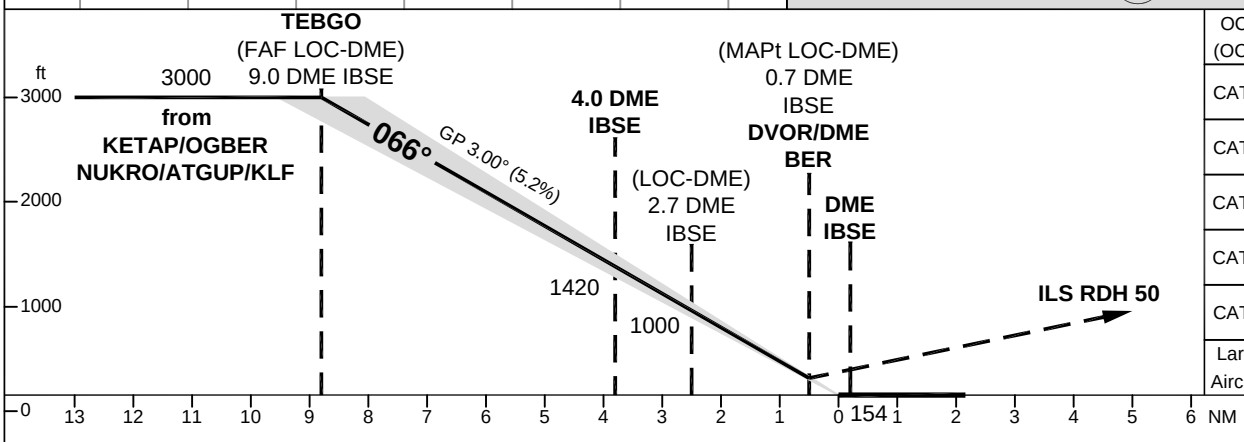
Elevation: 157

VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800



Correction: New chart



OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	291 (137)	202 (48)	630 (480)
CAT B	300 (146)	218 (64)	630 (480)
CAT C	310 (156)	232 (78)	630 (480)
CAT D	320 (166)	245 (91)	630 (480)
CAT E			
Large Aircraft	320 (166)	245 (91)	

MISSED APPROACH: Climb on runway track to MAX 3000; at 2.7 DME BER RT, on R001 KLF to KLF DVOR, climbing to 4000.

DME IBSE	8	7	6	5	4	3	2			
DIST THR	7.8	6.8	5.8	4.8	3.8	2.8	1.8			
ALTITUDE	2690	2370	2060	1740	1420	1100	780			

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RWV 125m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 08 Apr 2014, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

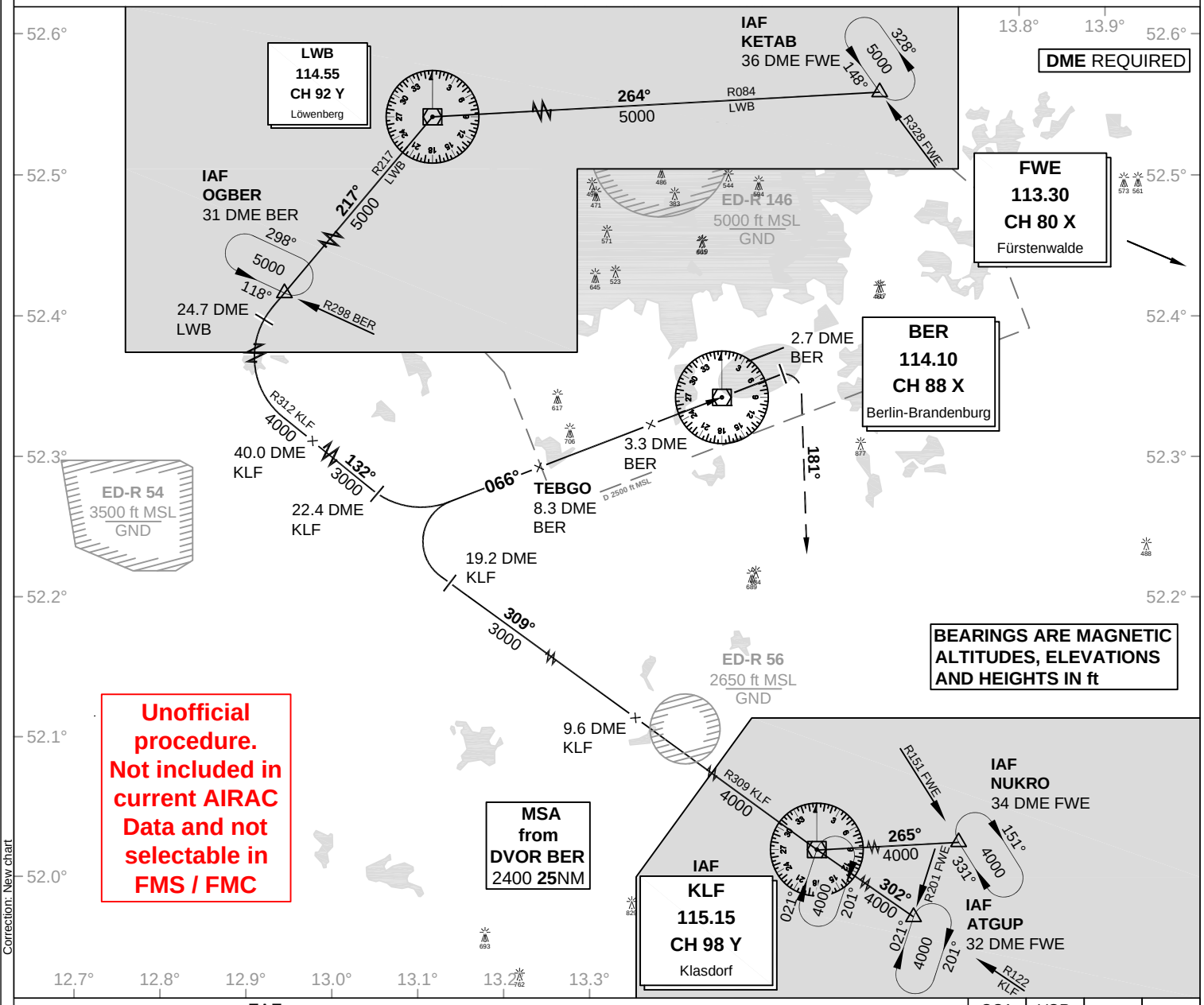
Berlin Brandenburg
EDDB

VOR
RWY 07R

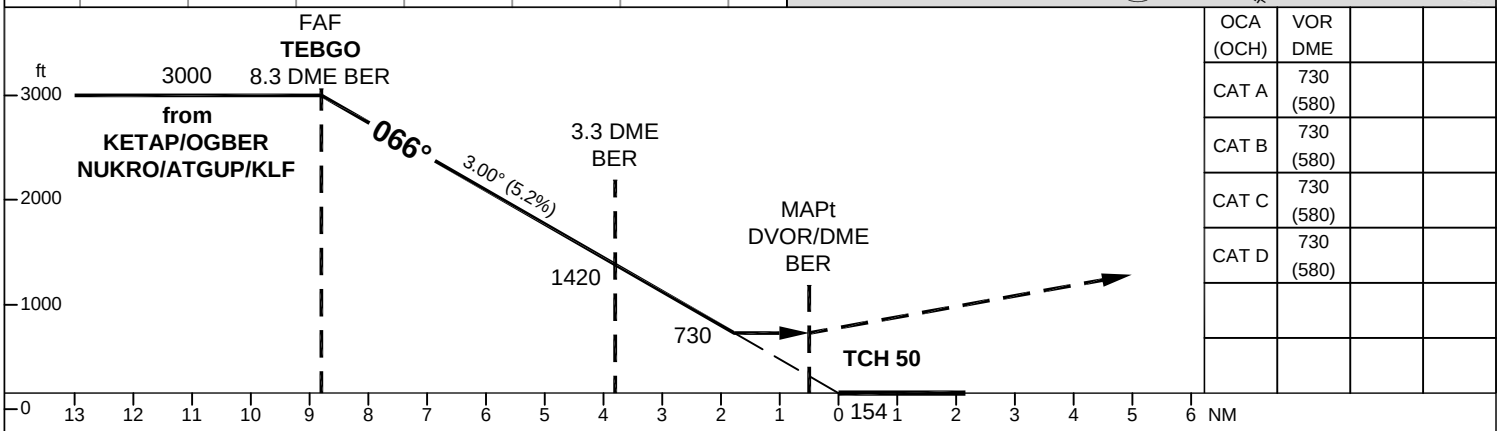
Elevation: 157

VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800



Correction: New chart



OCA (OCH)	VOR DME		
CAT A	730 (580)		
CAT B	730 (580)		
CAT C	730 (580)		
CAT D	730 (580)		

MISSED APPROACH: Climb on runway track to MAX 3000; at 2.7 DME BER RT, on R001 KLF to KLF DVOR, climbing to 4000.

DME BER	8	7	6	5	4	3	2			
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5			
ALTITUDE	2920	2600	2280	1960	1640	1320	1000			

GS	kt	80	100	120	140	160	180
3.3 DME BER - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 08 Apr 2014, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

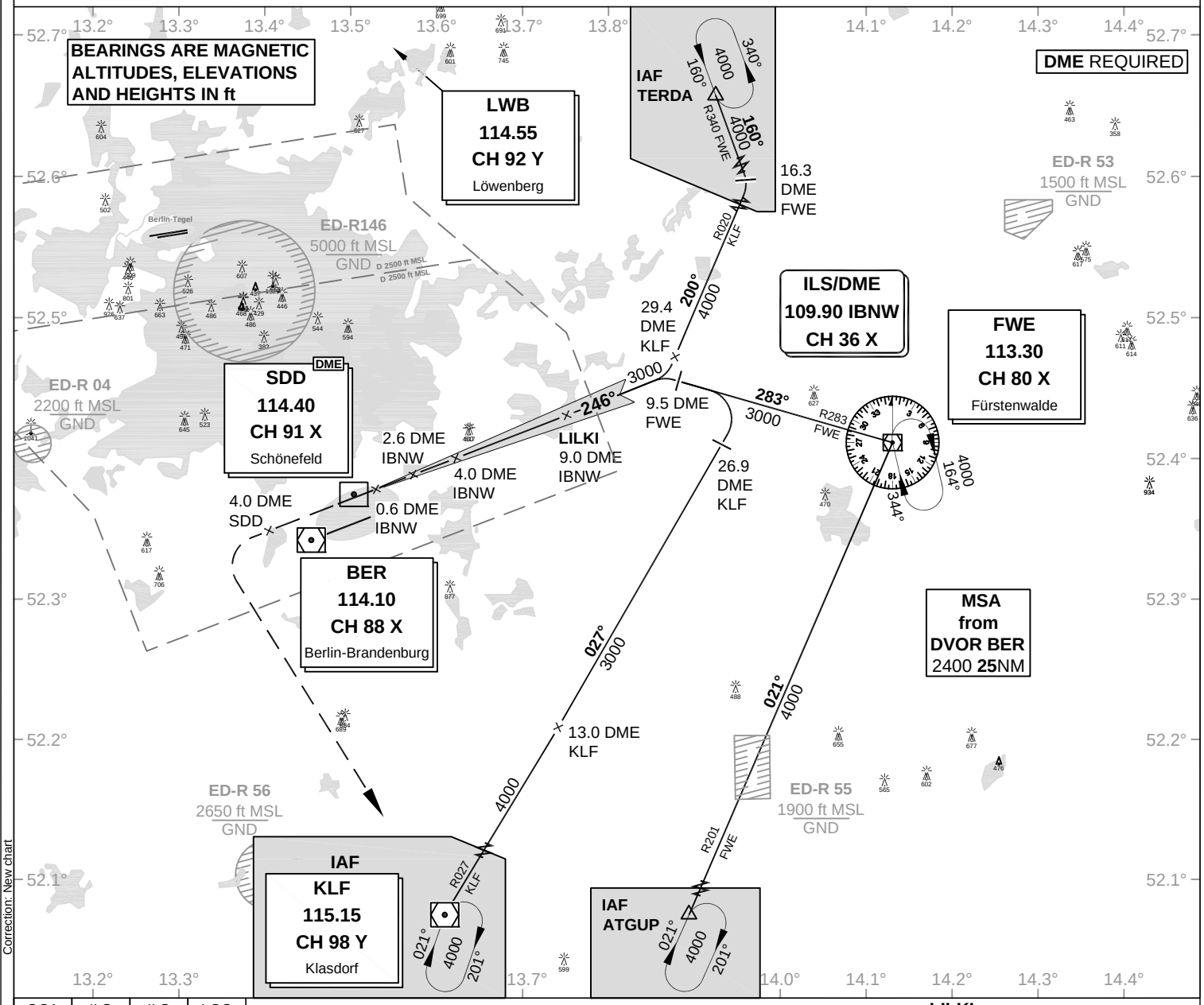
Berlin Brandenburg
EDDB

Elevation: 157

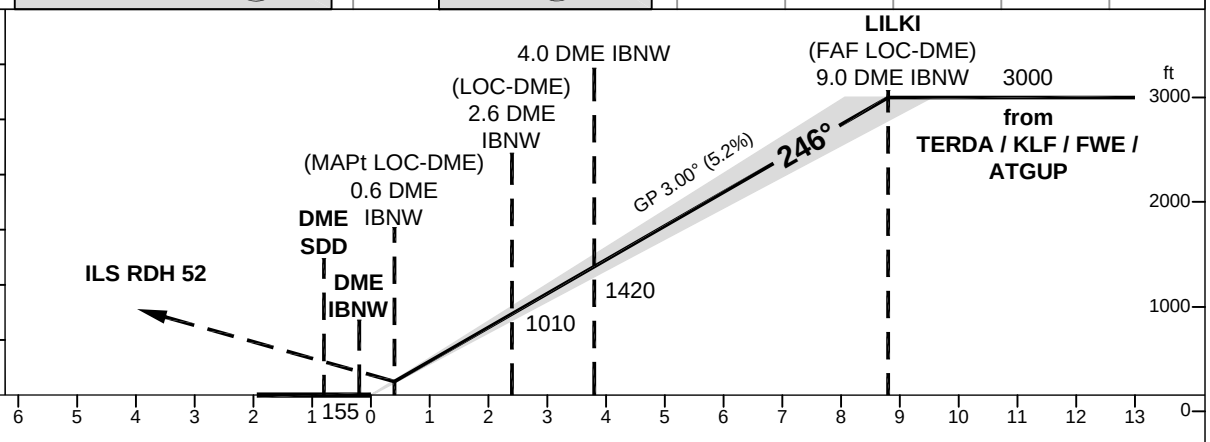
VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800

ILS CAT II & III or LOC
RWY 25R



OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	299 (144)	211 (56)	540 (390)
CAT B	309 (154)	227 (72)	540 (390)
CAT C	319 (164)	240 (85)	540 (390)
CAT D	329 (174)	253 (98)	540 (390)
CAT DL	329 (174)	253 (98)	
Large Aircraft			



MISSED APPROACH: On runway track, climb to MAX. 3000; at 4.0 DME West of SDD continue climb to 4000 and LT to KLF DVOR.

DME IBNW	2	3	4	5	6	7	8			
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8			
ALTITUDE	790	1100	1420	1740	2060	2380	2700			

GS	kt	80	100	120	140	160	180
4.0 DME IBNW - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RWV 125m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 12 Dec 2013, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

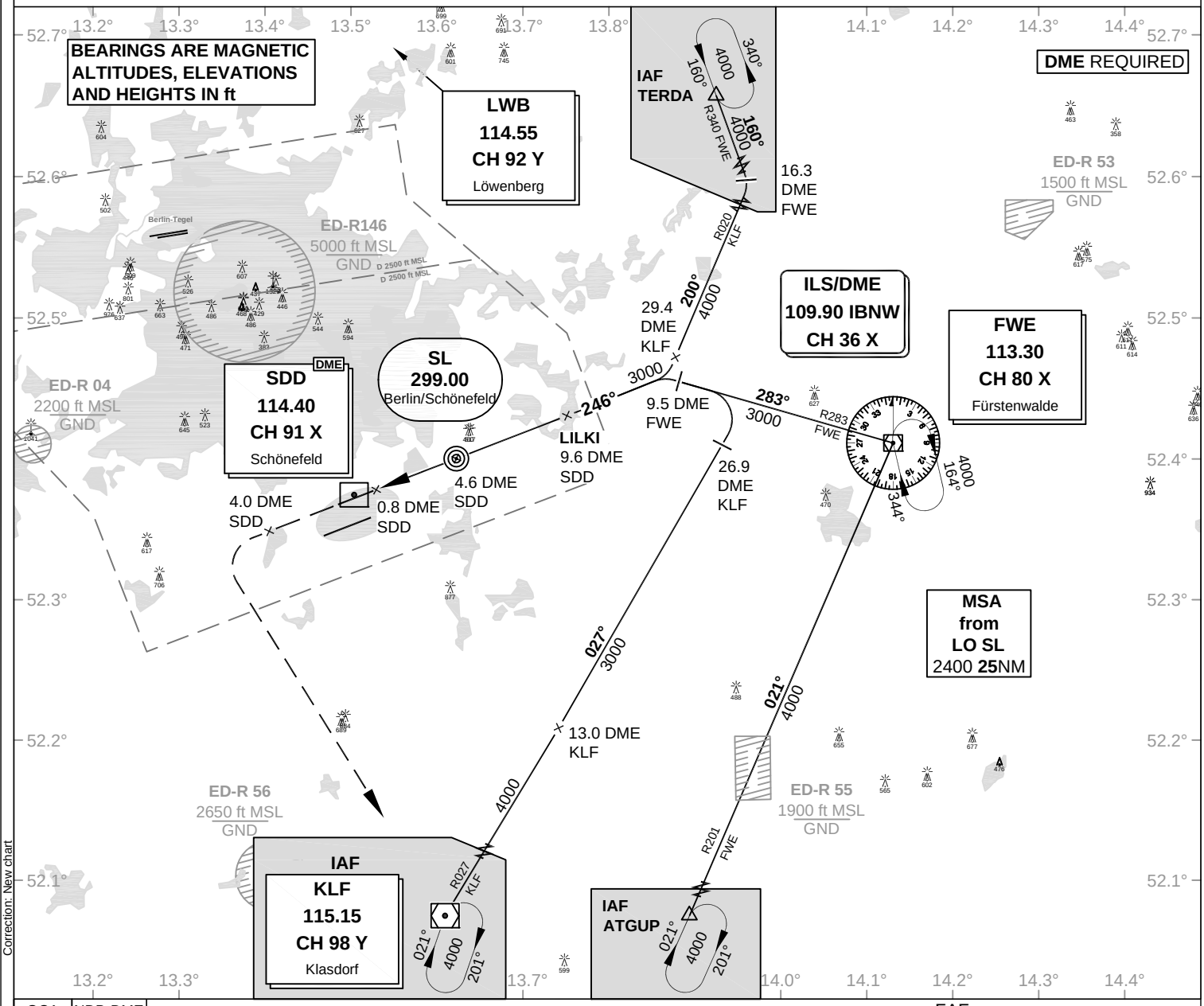
Berlin Brandenburg
EDDB

NDB
RWY 25R

Elevation: 157

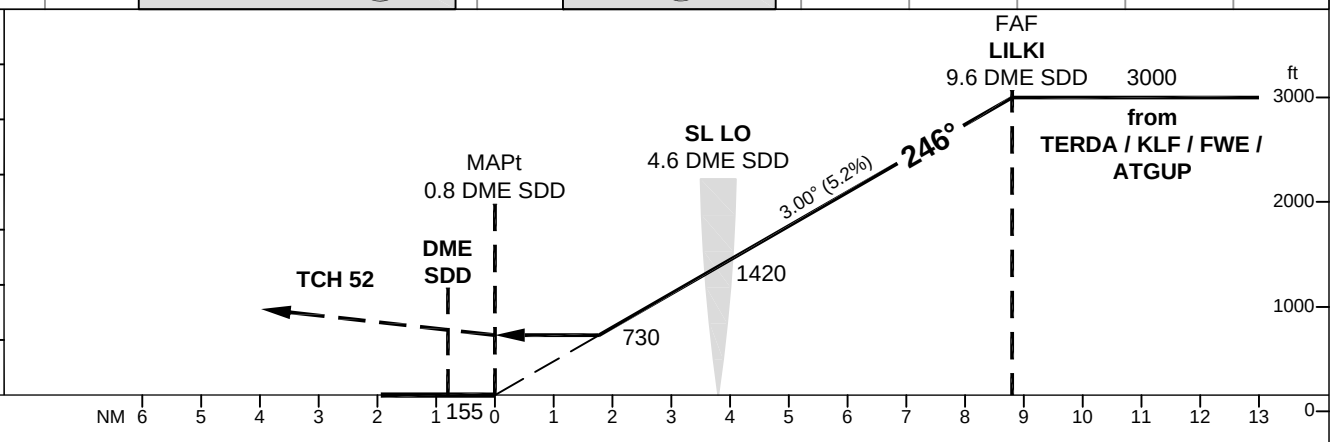
VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800



Correction: New chart

OCA (OCH)	NDB-DME
CAT A	730 (580)
CAT B	730 (580)
CAT C	730 (580)
CAT D	730 (580)
CAT E	
Large Aircraft	



MISSED APPROACH: On runway track, climb to MAX. 3000; at 4.0 DME West of SDD continue climb to 4000 and LT to KLF DVOR.

DME SDD	2	3	4	5	6	7	8	9		
DIST THR	1.2	2.2	3.2	4.2	5.2	6.2	7.2	8.2		
ALTITUDE	590	910	1230	1550	1870	2190	2500	2820		

GS	kt	80	100	120	140	160	180
SL LO - MAPt (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 06 Feb 2014, released 13.04.2014

VATSIM Germany
Instrument Approach Chart

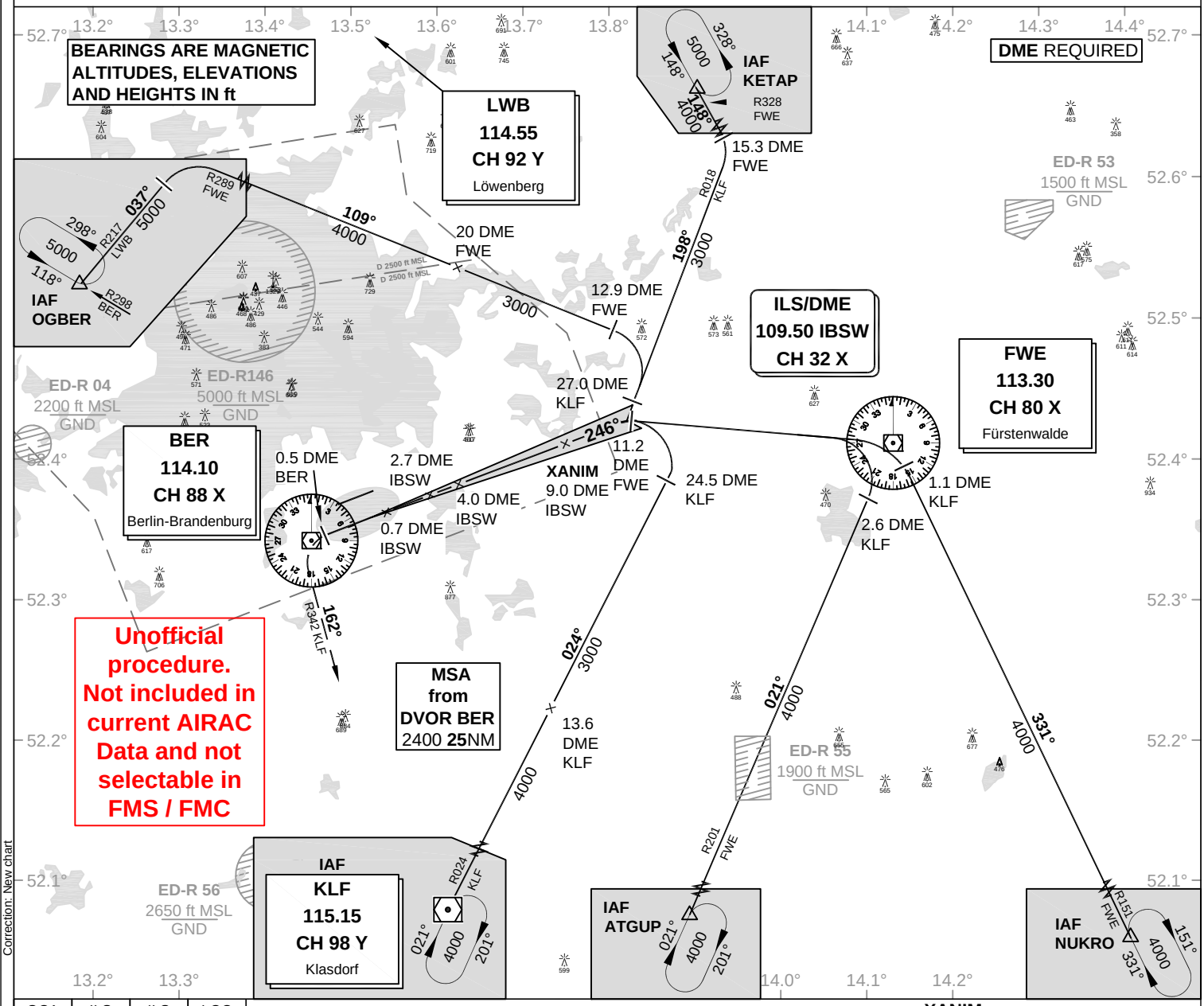
Berlin Brandenburg
EDDB

ILS CAT II & III or LOC
RWY 25L

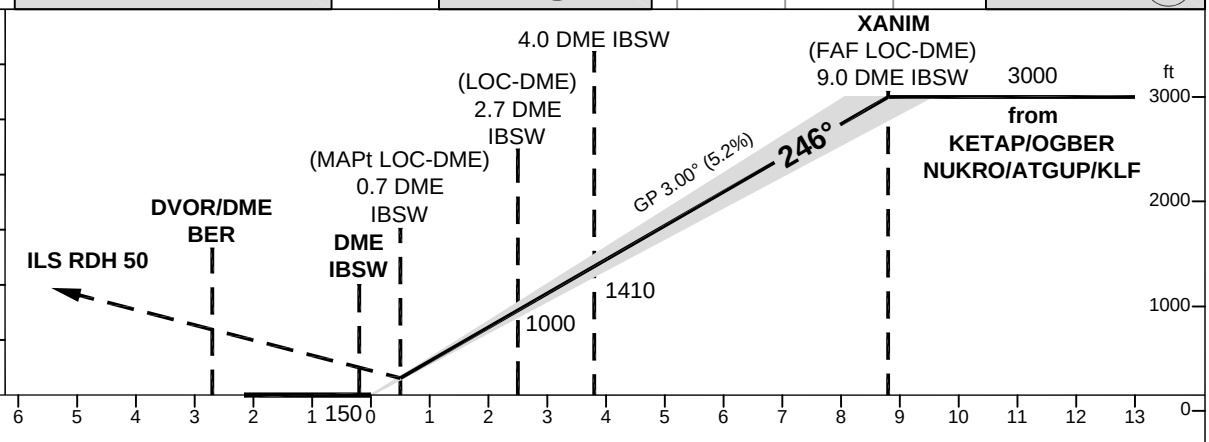
Elevation: 157

VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800



OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	290 (140)	201 (51)	630 (480)
CAT B	300 (150)	218 (68)	630 (480)
CAT C	310 (160)	231 (81)	630 (480)
CAT D	319 (169)	244 (94)	630 (480)
CAT DL	319 (169)	244 (94)	
Large Aircraft			



MISSED APPROACH: Climb on runway track to MAX 3000; at 0.5 DME BER LT, on R342 KLF to KLF VOR, climbing to 4000.

DME IBSW	2	3	4	5	6	7	8			
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8			
ALTITUDE	780	1100	1410	1730	2050	2370	2690			

GS	kt	80	100	120	140	160	180
4.0 DME IBSW - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RWV 125m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 08 Apr 2014, released 13.04.2014

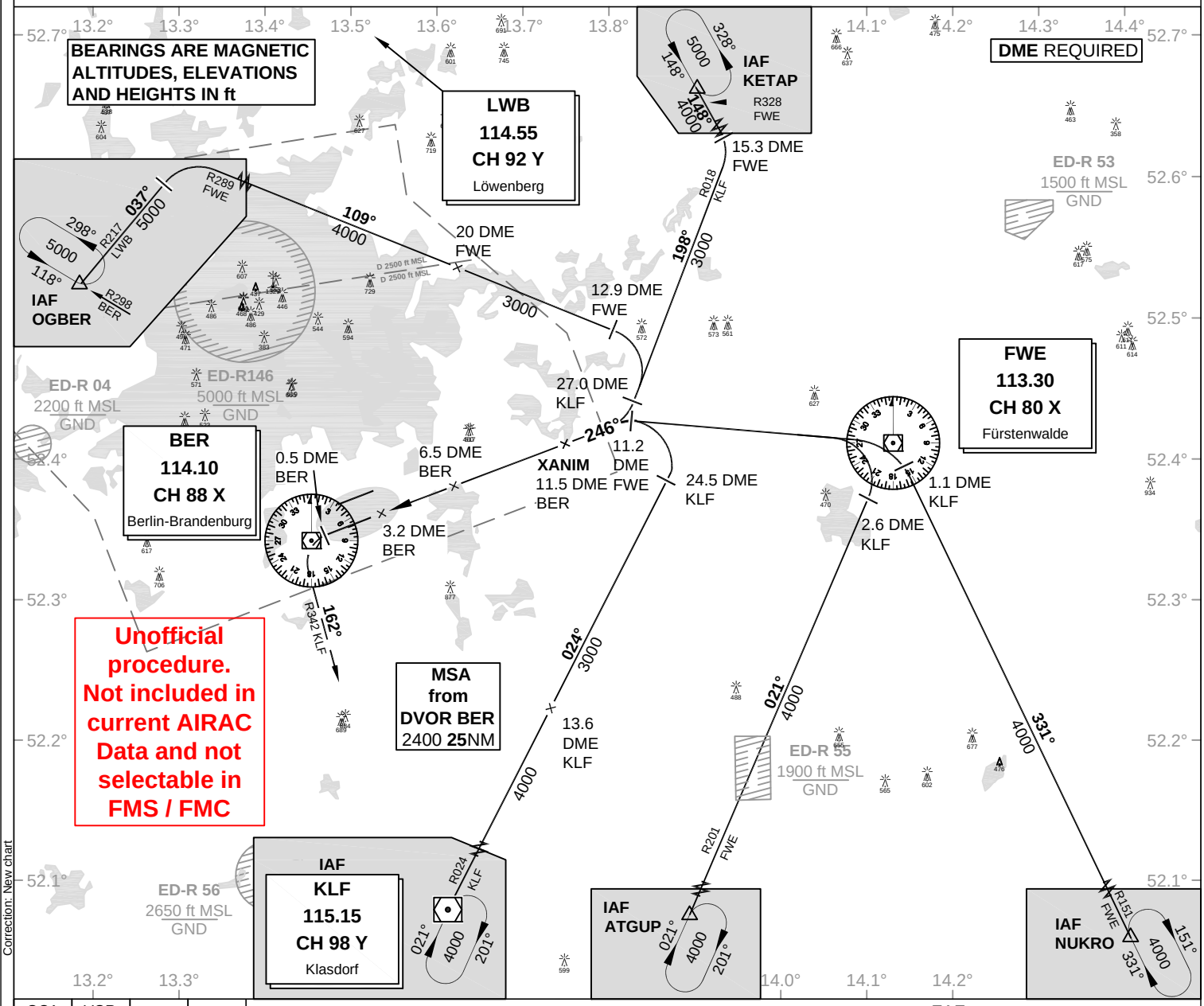
VATSIM Germany
Instrument Approach Chart

Berlin Brandenburg
EDDB
VOR
RWY 25L

Elevation: 157

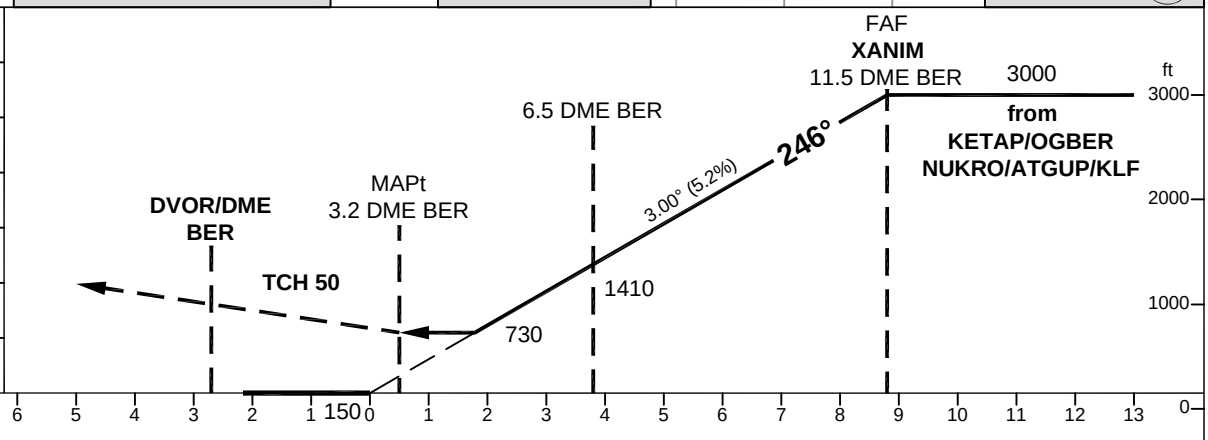
VAR: 3° E

ATIS 124.950
Bremen Radar (North) 119.620
Bremen Radar (South) 126.420
Director (North) 121.120
Director (South) 119.500
Tower (North) 120.020
Tower (South) 118.800



Correction: New chart

OCA (OCH)	VOR DME		
CAT A	730 (580)		
CAT B	730 (580)		
CAT C	730 (580)		
CAT D	730 (530)		



MISSED APPROACH: Climb on runway track to MAX 3000; at 0.5 DME BER LT, on R342 KLF to KLF VOR, climbing to 4000.

DME BER	5	6	7	8	9	10	11			
DIST THR	2.3	3.3	4.3	5.3	6.3	7.3	8.3			
ALTITUDE	940	1260	1570	1890	2210	2530	2850			

GS	kt	80	100	120	140	160	180
6.5 DME BER - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

by Juan Carlos Plath

Effective: 08 Apr 2014, released 13.04.2014

VATSIM Germany
Standard Instrument Departure Chart

Berlin Brandenburg
EDDB

SID
RWY 07L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
BKD6S	**BRÜNKENDORF SIX SIERRA** On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 9.0 DME FWE; LT, on track 355° to 11.0 DME FWE; LT, on R120 LWB to LWB (Δ); LT, on R275 LWB via VIBIS to BKD (Δ). **GPS/FMS RNAV**: [A600+] - SL[R] - DB073[L] - DB074[L] - LWB[L] - VIBIS - BKD.	4000 ft	Bremen Radar 120.625*	
BELID5S	**BELID FIVE SIERRA** On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 14.0 DME FWE; RT, on R252 FWE to 22.0 DME FWE; RT, on track 261° to BELID (Δ). Turn at 14.0 DME FWE limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - SL[R] - DB071[R] - DB076[K220-] - DB077[R] - BELID.			1. Turn at 14.0 DME FWE is calculated with bank 25° and 220 kt IAS. 2. After 22.0 DME FWE BRNAV equipment necessary.
KLF5S	**KLASDORF FIVE SIERRA** On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 14.0 DME FWE; RT, on R020 KLF to KLF (Δ). Turn at 14.0 DME FWE limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - SL[R] - DB071[R] - DB075[K220-] - KLF.			1. Only for DEST EDDT or EDDB. 2. Turn at 14.0 DME FWE is calculated with bank 25° and 220 kt IAS.
TUVAK3S	**TUVAK THREE SIERRA** On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 10.0 DME FWE; RT, on R271 SUI to TUVAK (Δ). **GPS/FMS RNAV**: [A600+] - SL[R] - DB072[R] - TUVAK.			No access to UL980.
GERGA1S	**GERGA ONE SIERRA** On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 9.0 DME FWE; LT, on track 010° to GERGA (Δ). **GPS/FMS RNAV**: [A600+] - SL[R] - DB078[L] - GERGA.			After 9.0 DME FWE BRNAV equipment necessary.

(Sample: DB071 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar when advised by Tower!

by Juan Carlos Plath
Effective: 16 Sep 2012, released 02.04.2014

VATSIM Germany
Standard Instrument Departure Chart

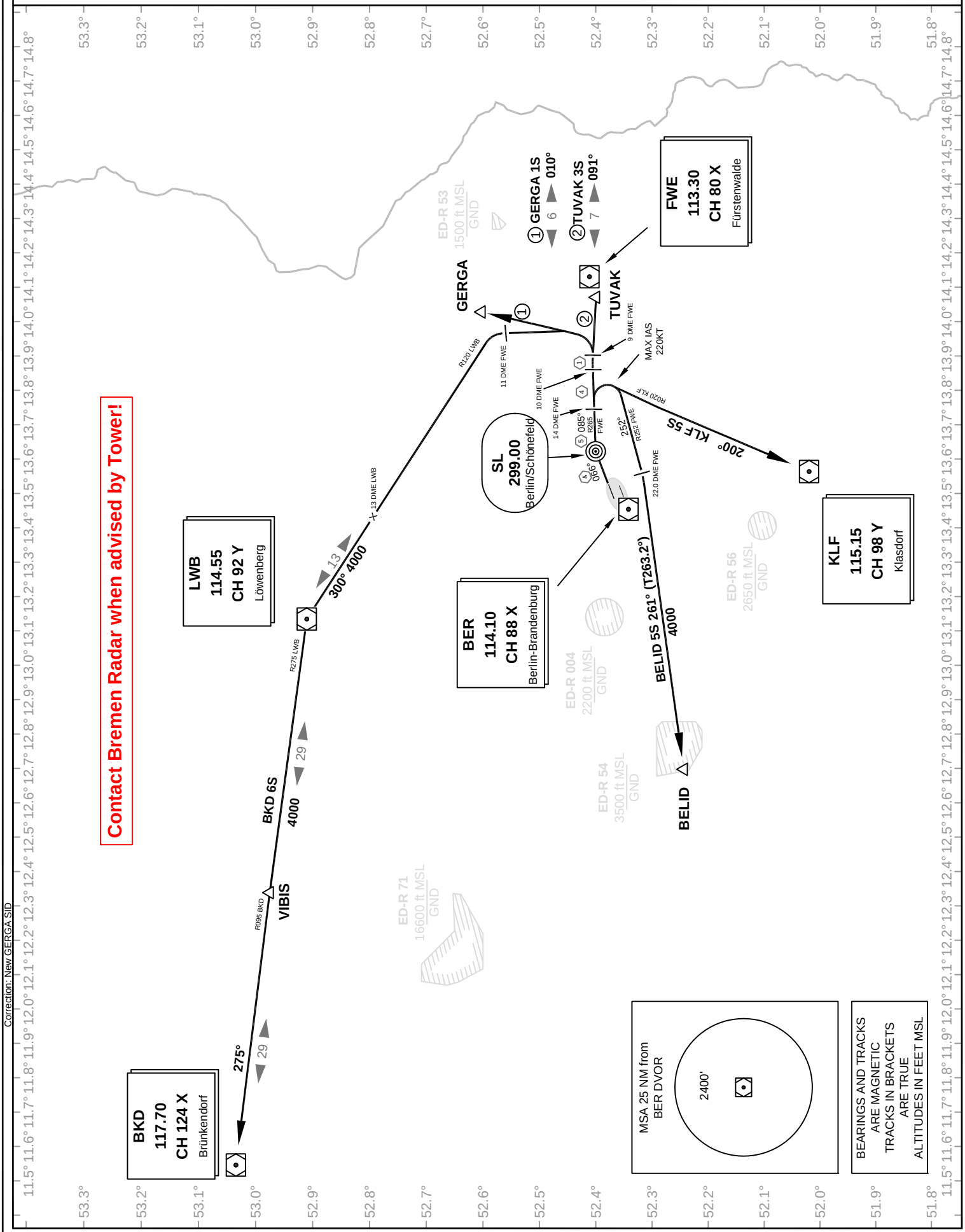
Berlin Brandenburg
EDDB

SID
RWY 07L

Transition Altitude: 5000 ft.

VAR: 3° E

Delivery (Initial Call)	121.600	Tower (North)	120.020
Apron (A,B,C,D)	129.600	Tower (South)	118.800
Ground (North)	129.500	ATIS	124.950
Ground (South)	121.700		



Correction: New GERGA SID

by Juan Carlos Plath

Effective: 06 Feb 2014, released 02.04.2014

VATSIM Germany
Standard Instrument Departure Chart

Berlin Brandenburg
EDDB

SID
RWY 25R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
BKD7X	**BRÜNKENDORF SEVEN X-RAY** On runway track to 600; direct MW (Δ); on track 248° MW to 10.9 DME SDD; RT, on R256 FWE to 48.0 DME FWE; RT, on track 335° to TUBRI (Δ); LT on track 298° to BKD (Δ). **GPS/FMS RNAV:** [A600+] - MW[R] - DB252[R] - DB253[R] - TUBRI[L] - BKD.	5000 ft	Bremen Radar 120.625*	After 48.0 DME FWE BRNAV equipment necessary.
BELID3X	**BELID THREE X-RAY** On runway track to 600; direct to MW (Δ); on track 248° MW to 10.9 DME SDD; RT, on R256 FWE to BELID (Δ). **GPS/FMS RNAV:** [A600+] - MW[R] - DB252[R] - BELID.	4000 ft		
GERGA1X	**GERGA ONE X-RAY** On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R249 FWE to 17.0 DME FWE; LT, on track 031° GERGA (Δ). Departure turn limited to 220 kt IAS. **GPS/FMS RNAV:** [A600+] - MW[R] - DB251[L] - DB254[K220-] - DB255[L] - GERGA.			1. Turn at 10.0 DME SDD is calculated with bank 20° and IAS 220 kt. 2. After 17.0 DME FWE BRNAV equipment necessary.
TUVAK4X	**TUVAK FOUR X-RAY** On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R249 FWE to TUVAK (Δ). Departure turn limited to 220 kt IAS. **GPS/FMS RNAV:** [A600+] - MW[R] - DB251[L] - DB254[K220-] - TUVAK.			1. Turn at 10.0 DME SDD is calculated with bank 20° and 220 kt IAS. 2. No access to UL980.
KLF2X	**KLASDORF TWO X-RAY** On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R316 KLF to KLF (Δ). Departure turn limited to 220 kt IAS. **GPS/FMS RNAV:** [A600+] - MW[R] - DB251[L] - DB257[K220-] - KLF.			1. Only for DEST EDDT or EDDB. 2. Turn at 10.0 DME SDD is calculated with bank 20° and 220 kt IAS.

(Sample: DB251 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar when advised by Tower!

by Juan Carlos Plath
Effective: 10 Jan 2012, released 02.04.2014

VATSIM Germany
Standard Instrument Departure Chart

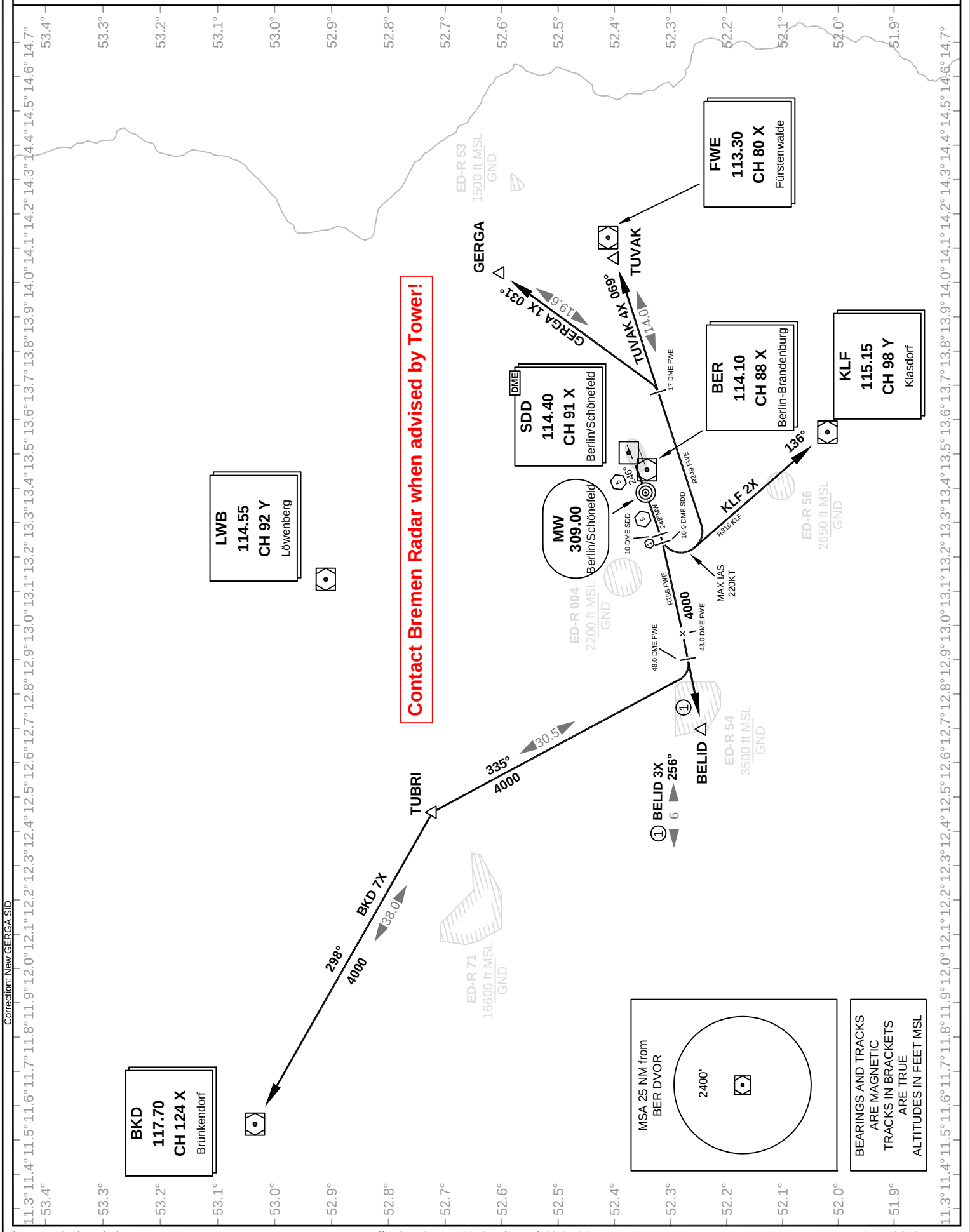
Berlin Brandenburg
EDDB

SID
RWY 25R

Transition Altitude: 5000 ft.

VAR: 3° E

Delivery (Initial Call)	121.600	Tower (North)	120.020
Apron (A,B,C,D)	129.600	Tower (South)	118.800
Ground (North)	129.500	ATIS	124.950
Ground (South)	121.700		



Correction: New GERGA SID